

Silver Line Schedule Comments

Do you anticipate any changes to the Reverse Commute bus service between West Falls Church and Verizon/AOL when then Silver starts?

Why is there no service from Dulles South?

Your proposed new schedule from Ashburn-area stops into Tysons is not adequate. I will not take a bus to the Silver Line, to then take a train into Tysons, to then take another bus to my workplace (USA Today). That's too many transfers and too many fares. It will be easier to just drive to work. I am a huge fan of the bus service from Ashburn into Tysons. And I know that a lot of other people are too. It is convenient and efficient. I appreciate that you are keeping some of this service, but you need a later return bus than what you have on this schedule. Currently, I usually take the 6:07 or the 6:37 return bus from USA Today (BL6 or BL7). You need to maintain an equivalent to at least one of those runs. I cannot be sure to be done with work by 5:30. If you had one more later returning run, this would work for me. With your proposed schedule as it exists, I do not see myself ever riding the bus again. And I would prefer to ride the bus rather than drive.

Why would I want to go to Spring Hill Metro, if I could get on metro at Wiehle. You have ALL buses that pick-up in Leesburg bypass the Wiehle-Reston station?!? That is just short-sided!!

There are NO buses from South Riding and Chantilly and NO early buses from Dulles North. This is what most people will be looking for. All my friends are now going to carpool to Reston Metro Station, which will be cheaper and faster way to reach DC.

I would like to suggest adding a few additional early morning buses and afternoon buses to/from Wiehle-Reston East and Dulles North.

Are these routes intended to replace the Tysons Express bus routes? If so, I am very concerned that the last bus to leave Jones Branch is around 5:30. I will be unable to take the bus if my last option for a trip home is at 5:37.

Thanks for circulating these drafts for comments. With one **notable** exception, the draft routes look okay to me. I've come to rely on the bus service from the Ashburn area to Tysons so I'm glad to see that the bus routes will continue with minor timing and location changes. The AM routes are fine. In the PM, however, you need to add a pick up at the West Park Transit Center after 5:56PM. With the current schedule, there is a pick up at 6:26 PM and 7:05 PM. I catch those busses all the time as do a number of riders that work at Freddie Mac (along Jones Branch drive). As proposed, if I missed the 5:56 PM bus, I'd have to ride a bus to the West Falls Church station (because I don't have a car in Tysons) and then ride the Metro to the Wiehle-Reston Station to pick up the bus to Ashburn so that I could get my car at the bus park-and-ride lot. That would take entirely too long. If the schedule isn't changed, I'd be forced to drive to work every day because my schedule requires that I work past 6 PM on a schedule that I cannot predict. Currently, the bus does pull into the West Park Transit Center fairly empty (so I agree that these later routes don't necessarily have to service the other Tyson's stops), but it routinely picks up a number of riders at the West Part Transit Center each time I have to ride those two later routes. Please consider my suggestion carefully. If you don't change the route, I won't be able to ride the bus going forward.

I currently take a bus from St. Andrews Church so the closed park & ride is Harmony. I work in the Crystal City area. The proposed bus schedule for connecting to the Silver Line reflect an hour travel time to reach a Metro station and as to be expected there would be additional travel time to reach another Metro station. While it appears that the schedule provides support to a number of park & ride locations it is not attractive as an alternative to the current bus schedule for those working close in to DC. As the existing long haul bus service is not going to be impacted by the addition of service to the Silver Line this the long travel time may not be a factor. However, an hour bus ride from the Purcellville area may be viewed as too long by potential users of this service.

Why are there no buses from Broadlands Market Place or 772 Station stopping at Wiehle Avenue in the morning? I used to take the bus for almost 2 ½ years from Broadlands Market Place to Jones Branch Drive, then our company moved to Reston. I would like to start taking the bus again from Broadlands Market Place or 772 to Wiehle Avenue. Same thing returning in the evening no buses from Wiehle Avenue going back to Broadlands Market Place or 772 Station.

Thank you for taking my comments. From the schedule I read it appears there is no bus service from Goose Creek Village to Wiehle-Reston, only to Spring Hill? Rather, I would request a bus services to and from Goose Creek Village and Washington, DC. The Leesburg buses go right past the stop but do not stop. Having a Goose Creek Village run to and from DC would move many riders off of Dulles North and CFC runs which consistently have standing room only in the AM and PM. In addition, the traffic is extremely heavy in the AM & PM to get to and from both of these locations. There are many riders from Ashburn who would prefer this stop.

Thank you for the opportunity to comment. I live in Lowes Island and switched to Fairfax Connector to WFC because of lack of bus service to Lowes Island. When metro opens I plan to drive to Reston Metro and park because of lack of morning departure times from Lowes Island. I leave between 6 and 6:35 daily.

- I would drop all routes to WFC and focus on increasing bus frequency and reliability by connecting to Wiehle Metro in Reston only.
- Because parking is limited at Food Lion have a stop or two along While Water and Lowes Island Blvd to pick up passengers. The route is a square so buses could come down Lowes Island Blvd and exit at the light located at Whitewater to Fairfax Co parkway.
- Is there any available larger space on either side of Drainsville Road to build a park & ride for Cascades/Lowes Island commuters?

Comments concerning changes to Potomac Falls bus schedules when Silver Line begins...

1. There is no longer a bus run from Lowes Island to West Falls Church station in the morning. I would like this reconsidered such that at least one bus run offers this service.
2. There are no afternoon bus runs from West Falls Church station to the Potomac Falls bus stops. Please consider at least a few bus runs that can serve as a contingency in the event of service interruptions to the Silver Line to allow customers to get home without an extended delay.
3. The Friday afternoon "Early Bus" run is missing from the proposed schedule.

I just reviewed the draft proposed schedule to Tysons and noted that there is no longer a stop at the Galleria at Tysons II, Service Tunnel behind the Ritz. Lots of people get off at this bus stop as the offices are Deloitte, PWC and law firms. I propose that this be put back on the Agenda. Even though the Tysons Metro is nearby, it is not a quick walk as one has to cross Chain Bridge Road which is dicey in rush hour traffic.

I agree. I have been riding the Tysons Express since it started and also get off at the Galleria stop at Tysons II.

I have the following concerns about the proposed Loudoun County / Silver Line Metro / Tysons Corner runs:

1. It appears as if there is no service at all from Purcellville in the mornings (according to the draft), and only two runs late in the evening to get there. How are commuters from Purcellville supposed to use this service?
2. Is there any way to connect Purcellville, Harmony, and / or Leesburg to the new Wiehle – Reston station that will be opening? That would personally make a big difference in my commute.

I plan to submit a detailed comment on the proposed schedules, but I have one clarifying question I would like answered at the outset. Based on the proposed schedules, **will there no longer be reverse-commute service from West Falls Church Metro Station directly to Potomac Falls/Cascades in the afternoons?** The reason I ask is because I usually catch the 6:52 am Loudoun County Transit bus at Great Falls Plaza (which is only 1.2 miles from my home). It appears that particular run will now take me to the new Silver Line station in Reston, which of course will result in a longer and almost certainly more expensive Metrorail commute for me (my end destination is Union Station in DC so the Metrorail commute is already long enough).

Please consider service from the Leesburg park and ride to the Silver line at Wiehle, possibly stopping at Reston Town Center.

Thank you for this opportunity to comment on the proposed new bus route schedule to the Silver Line. I was disappointed to see that Dulles South was not included. This is one of the fastest growing sections of Loudoun County. A bus from Dulles South to Reston-Wiehle would be very welcomed and well used. Please consider adding it to the list!

In looking at the website, I noticed that there was no service planned to the silver line listed from the Dulles South park and ride. I would like to say that the Dulles South Park and Ride is always full and so are the buses. It is a great service and is well utilized. That said it would be VERY convenient to have service from this location directly to the Silver Line if possible. Otherwise, keep up the good work and thank you for taking the time to review my comments. I am a proud new resident to the Stone Ridge/Aldie area and am finding Loudoun County a beautiful place to live.

In general, your schedule looks good. It gives riders a lot of options. I like that you're still running 'Tyson's Express' buses. My only concern is the lack of flexibility for the Harmony riders. Specifically:

1. I don't see any options to ride to the silver line from Harmony in the morning. Am I reading the schedule incorrectly?

2. In the afternoon, if the riders miss the one bus that gets to Harmony at 6:32, they don't have any options that get them there until 2 hours later (8:26). It would be nice if you could figure out a way to get to Harmony one or two more times in the late afternoon / early evening. Furthermore, the later Harmony options all originate at the silver line. If there are no buses going to the silver line from Harmony in the morning, how do you expect the afternoon riders to start at the silver line?

As a Lowes Island commuter using transit subsidy benefits, my main concern is trip cost. It is, therefore, impossible for me to address the proposed changes without knowing the cost of (1) evening LC Transit bus from Reston and (2) Silver Line to Wiehle stop, unless I make assumptions about fares. Assuming that the first cost (cost 1) does not approach \$1.00 (i.e., half the current fare from West Falls Church), it is doubtful the new afternoon/evening commute can avoid increasing significantly. That is, I expect the additional distance on Metrorail from W. Falls to Wiehle will cause the rail portion of my trip cost (cost 2) to increase more than any decrease in my bus fare. Any daily increase in my commute costs of a dollar or more will cause me to reevaluate my transportation options. Convenience of additional buses is far less important to me than keeping transit costs as low as possible. UNLESS LC Transit is able to negotiate with Metrorail a combination cost based on being a "feeder" of paying customers to the rail line – an arrangement I've never heard of between Metrorail and any other carrier, although one that is built-in to the integrated mass transit systems commonly found in Europe – I suspect the increase in out-of-pocket costs will change my commuting habits.

Hello – One of the biggest issues I see with the Loudoun busses is the lack of flexibility. I commute to Rosslyn for work. If I have a doctor's appt and need to leave later in the day or return early, I have very few options. The 5A bus runs all day but the parking lot is generally full after 9AM. My understanding is that the parking lot at Wiehle will only have 2300 parking spaces. Given that the Loudoun buses are very often overcrowded and there are standers, I am certain that parking will be an issue at the Wiehle stop. What many of us would like to see is true flexibility with shuttles running from the bus park and ride lots to/from Wiehle several times during the day. In looking at the draft schedules, it appears we will not have any additional flexibility in times with the Loudoun busses. If the goal is to have more commuters use mass transit, there has to be flexibility to come and go at any time of day. Please consider having shuttles from the Wiehle Avenue lot to Dulles North multiple times during the day.

Please add bus routes from Harmony the Wiehle-Reston. I don't understand the value of offering bus routes from Ashburn to Reston. If I drive to Ashburn, or live in Ashburn and drive to the bus stop, I might as well just drive the rest of the way to Reston. A route from Harmony to Reston covers enough miles to be useful. Alternately, instead of adding bus routes have the current Harmony to Springhill route also stop at Wiehle-Reston also, for both morning and evening commuters. Loudoun has long needed a bus route from western Loudoun to Reston.

Thank you for publishing the draft schedules for buses to the Silver Line. I regularly ride the Tysons Express from Leesburg to the northwest part of Tysons Corner. I thought that buses to Tysons might be discontinued when the Silver Line opened, so I am pleased that is not the case.

After reviewing the draft bus schedule, I have a few comments that I hope will help.

Morning: the morning schedule from Leesburg to Tysons looks good. The times have shifted, which will mean many of us will have to make adjustments. I wish the times would stay as they are now, but considering that most people seem to ride the later runs (after 7am), the new schedule seems very reasonable.

Afternoon: though the afternoon schedule from Tysons to Leesburg looks a little like the current Tysons Express schedule, I have some concerns.

First, Run 751 at 2:55 from Spring Hill Metro does not make sense. There is very little traffic at that hour. Focusing public transportation on people who leave work before 3pm is a waste of resources.

Second, some of the current afternoon buses are quite crowded with standing room only, and that will become worse with only five outbound buses instead of seven. (I'm not counting the proposed 2:55 run because no one will ride it.)

Third, and probably most important, the proposed schedule adds a stop at Spring Hill Metro as the last stop in Tysons without adding any time into the schedule. Crossing International Drive on Jones Branch Drive is one of the slowest bottlenecks in Tysons, and this new route would make that crossing three times! No. Spring Hill Metro passengers can walk to Tyco and 7 just like they're going to walk from Tyco and 7 in the morning. Or they can walk to Spring Hill and Greensboro if they want the next-to-last stop. That gives them two chances to catch the bus. They don't need a third. You need to add 10 minutes to the Loudoun arrival times if you go through with the draft schedule as currently published.

Thank you for reviewing my feedback. I look forward to seeing an improved afternoon draft schedule in the near future.

I currently ride on a daily basis the Reverse Commute Route, specifically Bus 924 in the morning and Bus 944 in the afternoon. My stop is Ashbrook Commons. I noticed in the draft Silver Line Reverse Commute Route that the Ashbrook Commons stop is no longer listed. I would like to request that this stop be added to the Silver Line Reverse Commute Route.

Why no buses from Purcellville/Leesburg area servicing the Reston Wiehle station? Is it because Fairfax County doesn't want the station clogged by LoCo commuter buses? I live in Purcellville and used to take the Tysons Express from Harmony/Hamilton into Tysons every day, but my employer moved our Corp office to Reston. Since then I've had to join in traffic again on the Greenway and Toll Road to Reston and back every day, but would sign up instantly again if there was service to Reston Wiehle from Western Loudoun. I know several of my coworkers who live in Leesburg and Broadlands who are in the same boat as well. Why not one or two buses in the morning & afternoon that stops in Reston on the way to the Spring Hill stop? Are we to wait until the second half of the Silver Line gets completed?

Can you please add a stop schedule for Dulles South to the Silver Line plans - We live so far out here and the Dulles South stop really helps us commute.

I appreciate the continued buses to west Falls Church. It would be helpful to keep the 901 earliest bus going though. The later bus will not get me to my work on time. Also it would be helpful to have at least one or 2 return trips as well to the lady of hope stop. Do we have a start time because I will need to change my commute back to driving?

Thank you for allowing the opportunity to provide input on the Silver Line bus schedule. I would appreciate your consideration of adding a route that goes from Dulles South (Stone Ridge) to the metro. By the time I drive to the Dulles North station, it would be almost as easy to drive to the metro itself.

This is my comment related to proposed schedule for Silver Line buses. There should be a bus service from Dulles South as well because it will allow easier access for people living in this area who wants to go to Metro Station.

The obvious lack of afternoon/evening service returns to Harmony begs for an answer/explanation. Why are there not more runs (besides the 7:30 and 7:50) from the Wiehle-Reston East Metro Station to the rest of Loudoun County (Leesburg and Harmony)? It gives the appearance of forcing riders to the new Loudoun Station lot. Not convenient for those of us that live in West Virginia and utilize your commuter bus service.

The draft schedule of buses running to and from Dulles North to Silverline Metro Stn will not work for me and many others as there are no service in the morning until 8:25 and in the evening 6:42. We need lots of additional run starting 5:00 in the morning and starting 3:00 in the afternoon for returning.

Thank you for sending us a heads up for the proposed plan and allowing us to comment concerning the draft schedules. I am currently using the Van Pool services that are helping me save significantly on my commuting costs. The van pool services will be discontinued starting 2014 as the county sponsorship will cease. I was hoping to be able to ride the bus to commute to work and continue to save the costs for commuting to work. My work often requires me to work till later than 6 PM. Most of the times, it is difficult to predict it in the morning/day before. In those occasions, I have been relying on the bus services to reach Ashburn. With the new bus schedule, if the last bus leaving at 5:56 PM, I will be forced to drive to work almost every day. Not only would it impact my savings but also would undermine my intentions to turn more eco friendly. This will also increase the traffic on the roads, more accidents, increase in fuel consumption, and the list of disadvantages is endless. I sincerely hope you would reconsider the proposed bus schedule and increase (or at least not decrease) the bus frequency.

Though I am perhaps writing to somewhat deaf ears since you are resource constrained, here goes.

My commute is from Fair Lakes/Fairfax (zip code 22033) to Verizon Ashburn (zip code 20147) using a combination of Fairfax Connector Route 622 (very far western end next to neighborhood, also 15-20 minute walks though not safe on paved trails through woods when dark outside to Connector Routes 605, 650-2), Metrorail, and LC Loudoun County Transit Reverse Commuter bus. Today it is about 90 minutes each way (3 hours a day) with transfers at Vienna Metro and West Falls Church Metro (3 transit vehicles). With the Silver Line opening and looking at the draft LC Transit Silver Line reverse commute schedule attached, it is expected to become 2 hours each way (4 hours a day) with transfer at Vienna Metro, EAST Falls Church Metro, and Spring Hill Metro - definitely Rush Minus Minus (4 transit vehicles minimum). Though no doubt I am in the minority with my commute, I am not alone with others with a similar commute from western Fairfax County to Loudoun County. If it was not for a permanent vision problem preventing me from legally driving, I would certainly not do this transit commute to my job with this long spokes and hubs transit service (by transit over 35 miles one way vs. by car 15 miles one way).

Though I could make specific suggestions to changing times on the draft LC Transit Reverse Commute schedule attached (just released publicly today), it would then possibly negatively impact other riders commutes. FCDOT, hope the attached and the website with other LCDOT Silver Line bus schedules (website in below email) will help you in setting bus schedules, with the consideration for riders like me as a whole - bus-rail-bus particularly those going to job centers in adjacent Loudoun County, allowing time for transfers and traffic. Though at higher cost, I am looking at a rail-to-rail transfer at East Falls Church described above with an estimated 40 minutes travel time from Vienna to Spring Hill Metros including transfers, waiting for trains and entering and exiting stations plus an allowance of 5 to 10 minutes for unexpected minor delays on the trains (at least in the AM, I am an early morning bus commuter on I66 from home to Vienna Metro so fewer traffic delays). I looked at the Fairfax

Connector/Metrobus bus bridges between western Orange line stations and Tysons Corner Metro, but with its unreliability (for example, even on Saturday non rush hour, Route 123 in town of Vienna is traffic clogged from 1st hand experience) and longer waits for buses than trains including in cold weather, I do not foresee using those routes much even with a reduction in distance and cost as time is more critical personally and for many of us. For FCDOT, I did exchange emails with you and participated in one of the transit forums earlier this year during the FCDOT Silver Line bus planning process, but nothing of substantial help came from it for here. If the LC transit buses came for reverse commuters to Tysons Corner Metro (instead of Spring Hill) where many Fairfax Connector buses are terminating with the Silver Line, that would be a time savings with one less transfer and transit vehicle on the commute and prod me to try one of the Orange to Silver Line Connector bus bridges (if I misread something on the schedules, please advise as I do not frequent Tysons Corner now though expect to learn much more about it next year).

Sadly, the end result if nothing is done (I am not alone) with an hour less at home per day with the Silver Line commute, a greater toll on my health - less time for meal prep for healthy eating (I am noting this with my doctor visit next week), less time for social contact around home, and less time for and greater delay responding to especially email and postal communications from others including county governments, even if requested or required. Other than getting approval from my office to telecommute more so than now, which then hurts your ridership and revenues, if you have specific suggestions to help with my commute, please feel free to email or call.

As someone who is currently riding the LC bus from DC to Harmony (and vice versa in the morning), along with the metro, I very much appreciate the express bus(es) that leave from Harmony in the morning. I was discouraged to see that the plans for buses to the Silver Line did not include any such buses and it would take almost an hour to reach the Silver Line. This is longer than it currently takes me to reach the Red Line at Farragut North. The scarcity of buses headed to Harmony in the evening were also of concern to me. Perhaps I am not your targeted consumer, and it is more convenient and economical for me to continue to take the DC bound buses anyway. However, I wanted to voice my concerns as to why I would rule out the Silver Line buses based on the proposed schedule.

Morning departures:

Run Number 908: should do a stop at the Lady of Hope and connect to WIEHLE RESTON - SILVER LINE METRO

Run Number 909: should connect to WIEHLE RESTON - SILVER LINE METRO

I am disappointed to say the least. After a yearlong wait I see a very poor schedule with not enough runs to the NEW METRO STOP: WEHLE RESTON - SILVER LINE!!!!!! PLEASE consider some more picks ups at the Lady of Hope between 7:30 and 8:30 AM. It's ridicules to have this poor scheduling!!!

I currently ride the Tysons Express most workdays from Leesburg-Sycolin to Greensboro NADA. At first glance, it appears that the Tysons Express schedule has been kept intact with the new proposed Silver Line bus schedule. However, upon closer review of the draft schedule, it appears that it does not have nearly the same flexibility. Specific feedback is:

1. There are still six morning routes with a 3-1/2 hour range. However, the routes have fairly erratic intervals. Most are 45 minutes apart, but the 705 and 706 routes are only 17 minutes apart. The fairly regular intervals of the Tysons Express make it very easy to adjust departure times without having to consult a schedule.

2. My bigger concern is about the evening routes. There is not enough flexibility on departure times from Tysons. The latest route leaves the Spring Hill Metro Station at 6:01. Tysons is dominated by financial professionals and consultants and is more of a 9-6 work schedule, so there really needs to be departures after 6:00 and even closer to 7:00 to accommodate the later schedules.

3. It was very clear that the fares will be determined and announced later, but I will offer my general comments now. If it is not cheaper or at least break-even with driving costs, then I probably won't use the Silver Line buses, particularly if #2 is not addressed. The evening schedule does not provide enough flexibility. And truthfully, the inconvenience of waiting at the stops (in the weather) balances with the inconvenience of having to drive, so that is how I arrived at the price point for the fare vs. the cost of gas.

I've reviewed the proposed schedules for buses to the Silver Line Metro and notice that there are none leaving from either Ashburn stop. Surely there are people, including myself, who would like to use the new metro line but don't want time added to their commute by having to drive a longer distance to Dulles North. Please strongly consider adding routes from Ashburn to Reston.

None of the buses from Leesburg stop at the Reston metro station. Instead, they all have to work their way through about 9 stops in Tysons before stopping at the Tysons station. That pretty eliminates Metro as a viable option for Leesburg riders. And at that the earliest bus would get me to the Reston station about when I am due to report to work. Wiehle station is only served from the West Park transit center making it pretty much worthless for riders in Leesburg and beyond.

I go to a work site in NOMA, which is north of Union Station. With few exceptions I now would need to ride through many stops in either Crystal City or the west side of town (with its inherent likelihood for delays due to White House and World Bank facilities). And I continually worry that service might become worse to that area as most days there are not that many that get off at H and North Capital (although once in a while there is a good number).

I take the 5:10 bus out of Leesburg (402E). If I miss it I would need to wait for the 5:50 bus. With the 5:10 bus I am in my office by 6:30. The few times I tried the 5:50 bus I was not in my office until after 7:30 adding 20-30 minutes to the time I am on the bus. This is due to making the extra stops in Crystal City and the greater congestion on the roads and at the Pentagon,

Once every two weeks I get out early and can catch the 806 bus back. By bypassing Crystal City and the pentagon as well as the west side of town, that ride is similar to what I had when i worked on the west side. Also that bus is packed and people let the earlier bus pass without getting on in order to ride that bus.

As an aside, I would think that from your point of view there would be value to running more buses to the Reston Metro as that alleviates the need to argue over what stops downtown should be on which run (and on what schedule) and allows you to move more passengers with the same number of buses and drivers (those that go to Reston would be able to make more trips in the same time). I do see that as long as it does not add too much time there is an advantage for the rider in not having to change from bus to train. But the flexibility is limited from the west side of town (and probably from Crystal City and the pentagon both of which have Metro stations).

Thank you for the opportunity to comment on your plans for re-aligning bus routes in and around Loudoun County based on the impending opening of Phase I of the Metro Silver Line. I am surprised at the decision to continue running buses into Tysons Corner. I rode the Tysons Express bus from Leesburg for a year or so, and while I found it much better than driving, it suffered from road congestion almost as much as a car does. I believe Loudoun County residents would be much better served by focusing on getting riders to and from the new Wiehle-Reston East station, rather than continuing to run buses all the way to and then around Tysons Corner.

With Metro stations at Spring Hill and Tysons Corner Mall, there should be no reason for Loudoun County to run a bus loop around Tysons Corner any longer. Presumably Metro and Fairfax County have plans to provide shuttle service in that area, and in any case, it shouldn't be Loudoun County's task.

I strongly suggest you reconsider your plans, and focus solely on getting Loudoun County residents between our many residential communities (not just Ashburn) and the Wiehle-Reston East terminus. Without needing to operate longer runs to Spring Hill station, there will be more funds available to operate more-frequent short runs to the nearer station. The commuting time should actually be shorter from Wiehle-Reston East, as the trains do not need to contend with congestion on the Dulles Toll Road. In short, let Metro do what it does best - move large numbers of people quickly - and focus on the miles between it and us.

[Why are there no proposed routes from Hamilton or Leesburg to Wiehl Ave/Reston? I live in western Loudoun and commute into Reston. If there was a route from Hamilton \(or at least Leesburg\), then I would take the bus to the Wiehl station and walk to work.](#)

Please consider the special fares for persons with disabilities. My smartrip card that is designed for persons with disabilities has been honored by Fairfax County and Washington DC while Loudoun County does not. It is sad.

[I want to thank you for accommodating one more bus into the route from Cascades in the morning and the 3:45 daily bus in the afternoon. I think the additions will provide us with greater flexibility.](#)

Thank you for posting the draft schedules for the Silver Line. I'm not a regular DC commuter, but I'm intrigued by the idea of bus service to a local metro station. The one thing that struck me is that these are all for 1 way service. While that's understandable when the station is 35-40 minutes away, it seems that with the station now being closer it might be possible to combine the reverse commute route with the incoming route into a round trip, similar to what's done with the WFC Express. That would allow for more bus departures in the same period of time. Also, on those few occasions that I've parked at Herndon / Monroe, the parking lot is filled by 9:15. This makes it difficult for anyone wanting to go downtown outside of commuting hours. While no one knows what the pattern will be at White Ave, it seems likely that those spaces will also fill quickly. I would urge you to consider running some buses beyond regular commuting hours to accommodate this traffic. I'm sure the short buses would suffice for the ridership level. Regular service during the day would also induce more travelers, as there would be a guaranteed ride home in cases of need.

I think that the proposed addition of the new Loudoun Station in Ashburn with dedicated service to the Reston Silver Line station with 30 minute intervals will really help commuters in the area. Thank you for maintaining service into the city even with the opening of the Silver Line. For many of us, it will be quicker and easier to continue to take the bus over taking the metro, as it would require transferring between 2-3 lines.

Morning Service - Depart from Loudoun Station should add 2 (two) more runs 1) 10.00 o'clock and last one 2) 11.00 and

Afternoon/Evening Service - from Wiehle-Reston East Metro Station adding 2 more runs 1) 8.10 and 2)last run 8.50 P.M.

1) I am using the Tyson Shuttle in the morning from Broadlands South and the Tysons Shuttle/Bus in the afternoon for the last three years. I got used to this schedule very much.

2) I found the new schedule in the morning is earlier by about 14 minutes. I would like to keep the morning schedule as the current one especially the one leaves Leesburg at 5:54AM and arrives at Broadland South at 6:08AM. If you delay the other morning by the same amount (14 minutes), it will be fine for me.

3) The afternoon schedule looks fine except there is a 1 hour and 29 minutes gap between 6:01PM leaving Spring Hill Station and 7:30PM leaving Weihle-Reston Station. You should put one or 2 buses either from Spring Hill station or Weihle Station.

4) I am a senior citizen and I have a yellow smartrip card. I hope we can get discount on LC buses similar to the discount on the METRO rail or Fairfax County buses.

If you arrange bus service from south riding - East Gate (with possible park and ride location) to Silver line it would be great. Do not know how much it is possible. But thought about to share.

I was wondering if there are plans to add more bus service from Wiehle-Reston Metro station to Potomac Falls throughout the day and also during the weekends (like Fairfax Connector or WMata)?

My concern for the proposed Silver Line schedules is that the bus coverage to the Silver line excludes commuters to the west of Dulles Airport. There are no planned bus routes originating south of the Greenway Corridor. This pretty much encourages the population west of Dulles Airport to drive to Wiehle Station to catch the Silver line. Also, no mention is made of anticipated metro station link bus pricing.

Will there be any changes to the regular Loudoun bus runs? In other words, are these buses in addition to the existing buses or are you going to take away existing buses and shift them over to make these runs?

I feel there should be an additional evening bus after #757 that services the Tysons Corner area. I have been riding the Tysons Express bus from Leesburg and Broadlands for over two years now. I most often catch the 5:48pm return bus but a few times a month I end up having to work later and catch the 6:18pm bus. The draft schedule does not have buses servicing the Tysons area after 5:48pm.

Important considerations:

- As a woman, during the darker months I will not feel safe traveling alone from my office to the Tysons corner metro station to should I miss my 5:48pm bus.

- Should I end up missing my bus, I will have to walk to the Tysons Metro and then catch a bus at Wiehle Ave back to Broadlands. The next available bus gets me to my car close to 8:00pm. This is nearly 1 1/2 hours after my normal arrival time. Currently, should I miss my bus; I am at most 30 minutes late arriving home. As the spouse who takes care of the cooking and evening household duties for the family, it is unreasonable to have to wait until well after 8:00pm to have our evening meal.
- Should there be the decision to not have a Tysons Corner bus after 5:48pm, there must be another Leesburg/Broadlands-bound bus servicing Wiehle Ave between the 6:28pm and 7:57pm time period as 1 1/2 hours is much too long between arrival times. May I suggest running a special extension of route 956 from Loudoun Station to the Broadlands parking lots not far up the road? That will provide an earlier return option to those unable to catch the 5:48pm bus back to their car.

First of all, thank you sooooo much for releasing this. I am thrilled that you are offering this new service to Wiehle and plan to use it daily from Loudoun Station on one of the really early (pre 6 am) buses. My only comment would be to stagger the inbound runs to work in conjunction with the Silver Line scheduled train departure from Wiehle. Right now I take the Fairfax Connector to West Falls Church from Herndon / Monroe. The Fairfax Connector 980 buses are scheduled to arrive approximately 5-6 minutes before the train is scheduled to leave, which is the perfect amount of time to get off the bus and walk to the platform with a couple of minutes to spare. This buffer time usually allows for a slower driver or bad weather too. (It would be annoying if my inbound bus arrives just after a train left every day, and you have to wait another 12 minutes.) Similarly the outbound runs should be based on scheduled arrival times to Wiehle. I would recommend that a bus back to LoCo be scheduled to depart Wiehle five minutes after an inbound train arrives. This is more of an issue us "early risers" when early in the morning or mid-afternoon Metro runs trains every 12 minutes.

Why is the 8:10 and 8:30am bus going away starting from Leesburg? The draft does not address any Leesburg buses to the metro stations other than the silver line which is not helpful for a rider going into VA sq station and does not start from Leesburg. If I take the bus now from Leesburg to west falls station at 8:10am I am at work by 9:15am. What is the county doing to help the rider continue to have a smooth commute?

As a resident in Potomac Falls (specifically Lowes Island) I am disappointed in the proposed schedule. It does not meet the needs of prospective riders.

AM Route – With the addition of 3 new buses dedicated to the Potomac Falls route, you should have sufficient equipment to run one additional route or at a minimum add one additional stop at Great Falls Plaza that departs after 8:00 to the Silver Line. There are currently only 3 stops (AM) at Great Falls Plaza. The introduction of the Silver Line carries the potential for increased ridership. This is an opportunity to address the needs of NEW customers not just cater to existing one. However, the proposed schedule does NOTHING to encourage that with only two stops to the Silver Line both of which depart Great Falls Plaza prior to 7 am. This addition will provide access for Loudoun County/ Lowes Island residents who choose to commute between our area and Tyson's corner.

PM Route –

Adding a Later Bus in the PM

Based on the current route schedule the last bus leaves West Falls Church at 7:12 heading to Potomac Falls. The proposed schedule suggests the last bus from Reston East departs at 7:15 heading to Potomac

Falls. Clearly this is not sufficient time for riders with later work schedules to even get to the Reston East station given no changes in their respective work schedules. The last bus needs to assume ample time for a rider to take the Silver Line from the Falls Church region out to Reston taking into account the 4 stops in Tyson's corner. This modification will help ensure that you are able to retain and increase current ridership.

Aligning Routes against Current Schedules.

I propose you review your afternoon route schedule in general. Ex. 931 currently departs West Falls Church at 4:00 but your new proposed schedule departs Reston East at 4:10. Logically there is no way a rider that typically rides on route 931 can get from East Falls Church to Reston East in 10 minutes. So your schedule should be modified to reflect the anticipated time for that same group of riders to get to Reston East. Then determine where you would like to increase or insert additional routes to reduce wait times and accommodate additional riders.

I hope you can add McLean Metro Station after Tysons Corner Metro Station to your route. It is about 1/2 mile away from Tysons station. This new proposed stop will help the employees of MITRE, Northern Grumman, and Capital One to ride the Tysons Bus from McLean Station without any transfer at Spring Hill or Wehle Stations. These passengers are using the current Tysons Shuttle.

I have reviewed the draft of the proposed schedule to the Silver Line and Tyson's Corner stops. I notice you plan to remove the Tyson's Galleria Stop. This stop services Tyson's Galleria and the office buildings directly Tyson's Galleria. I am aware of at least 15 people who use this stop and the number keeps increasing.

Please note the following:

- The Silver Line stop at Tyson's let's out directly towards Tyson's Corner NOT Tyson's Galleria. So trying to get to Tyson's Galleria will be extremely difficult and dangerous.
- Why are you keeping the Tyson's Corner Metro stop as an option when the buses DO NOT go there the whole month of December? If people are going to the Tyson's Corner they could easily take the Silver Line which drops them off right at Tyson's Corner. Where they have less traffic to worry about that those of us going to the Tyson's Galleria area.
- Is the Tyson's East Shuttle going to be effected? This shuttle could circle around and stop at Tyson's Corner or could drop off and pick up at the Galleria. So the Galleria does not lose its service.
- You have chosen to keep the 8200 Greensboro....but have you tried to crossing these 6 lanes of traffic in the evening at rush hour?? It is very busy and would be very dangerous.
- Certain buses are packed e.g. the 7:04 from Leesburg to Tyson's in the a.m. and then the 4:43p.m. from the Galleria in the evening. (This one is often standing room only) These buses are currently full with current ridership at these times without the Silver Line Stop riders. Is there any way you'd consider an 1 or 2 Express Service routes to accommodate the existing ridership and their stops which would include the Tyson's Galleria stop ?

Please reconsider removing the Tyson's Galleria stop and keep it as an option.

Why is the 8:10 and 8:30am bus going away starting from Leesburg? The draft does not address any Leesburg buses to the metro stations other than the silver line which is not helpful for a rider going into VA sq station and does not start from Leesburg. If I take the bus now from Leesburg to west falls station at 8:10am I am at work by 9:15am. What is the county doing to help the rider continue to have a smooth commute? The Silver line would be an even longer commute I would not have an issue if the fare went up 1dollar to continue this service please consider keep one or two buses to west falls from Leesburg.

Thank you for sharing the proposed Silver Line Bus Schedule. The purpose of this email is to request adding a bus stop at the McLean Metro station. I have been a rider on the Tysons Express shuttle from the start of that service and have found it very beneficial. It has reduced my commute time and cost! I do appreciate the need to change the schedule and modify the stops once the Silver Line metro is operational. However, in reviewing your proposed schedule, I see that there is a stop at the Tysons Corner Metro, but none at the McLean Metro. It would be extremely beneficial if you could add a stop at the McLean Metro. I am concerned that without this stop, the overall commute time and cost will increase to a point where it will not be beneficial to continue to use the bus service.

I am very disappointed that the Tyson's express bus will not run to Leesburg after 5:46 from west park station. I've been commuting for several years using this route and now I will be forced to drive again, since the last metro stop will be nowhere near Leesburg. As soon as the new bus schedule takes effect I will stop using public transportation! I cannot understand why these changes do not take into consideration commuters where the metro will not reach. Please help us and make some changes.

Thank you for the opportunity to comment on the draft schedules. My comments are specifically in reference to the Dulles North Services. It would be good to have earlier buses that run from Dulles North to Wiehle-Reston East Metro station. There's need for earlier buses than the first bus that is currently scheduled to depart at 8:25am. Having one or two buses before 8am would be very useful. Also on the reverse commute having a bus or two before 6pm would be useful.

The proposed schedule will provide a later evening alternative to return to Harmony or Leesburg that what is available on the current schedule. Have you considered a 9:00 AM to 9:30 AM departure from Harmony or Leesburg to allow an early appointment and still available transportation to Metro. The only alternative I am currently aware of is the 9:10 AM out of Leesburg to WFC.

The evening schedule back to Goose Creek and Leesburg does not make much sense: Couldn't you have a 6:45, 7:00, and 7:30 at Silver Hill or Reston? How many commuters can you expect to get to Silver Hill and Reston 3:30, 3:50, 4:01, 4:10, 4:30, 4:31, 4:50, 5:01, 5:10, 5:30, 5:31, and 5:50? The proposed schedule duplicates the late afternoon/early evening emphasis of the County long haul buses, and yet who actually leaves work that early in the day, particularly when one backs the Metro commute out of those bus pick up times? Commuters with any degree of responsibility have a very hard time getting out of the office before 6:00. No one leaves work at 2:30, 3:00, 3:30 or even 4:00 or 4:30 on a regular basis.

People feel heavily pressured to leave work early to catch a Loudoun commuter bus as it is. Why not arrange the bus schedules for the way people really work? You don't need a 3:50, a 4:01, and a 4:10. You don't need a 4:30, 4:31, 4:50, a 5:01, and a 5:10. You don't need a 5:30, 5:31, and a 5:50. At least emphasize evening bus schedules for real commuters on the rail-bus routes.

Please drop some of the unrealistic commuter pick-ups so that people are not left standing on the peak evening buses you do have. Why punish people who have inescapably long work days by scheduling a last bus pick up at Silver Hill at 6:01 pm and then shifting riders to Reston for 7:30 and 7:50 bus pick up? That's a very long gap for people to have to wait, particularly if the Metro station has no protection from the heat and the cold and as little security as other Metro stations. Passengers will just be sitting ducks waiting alone or in small groups in the evening in Reston.

Why not add buses at real peak times rather than forcing people into schedules that make their employers and clients angry and cut off economic opportunity?

I have reviewed the proposed Silver Line Bus Service Schedule. For reference, I generally take the SH1 6:02 AM Shuttle from the Leesburg Park and Ride to the Northrop Grumman (7575) stop in the mornings, and generally return on the SH7 PM shuttle, changing to the BL2 4:26 PM bus, getting off at the Leesburg Park and Ride.

I live south of Purcellville, but do not use the Hamilton Park and Ride for two reasons:

1. The SH1 AM shuttle initiates service in Leesburg, and riding it saves me around ½ hour of commute time as it drives straight to my work. I am aware and understand why the SH Shuttle will cease to run when the Silver Line starts, and I will lose this efficient ride to work. It has been a factor in my decision to use Leesburg instead of Hamilton.

2. But even without reason one, I may have still used Leesburg, as there is no logic to the Hamilton schedule for the PM BL series of buses. The AM TC buses originating in Hamilton are the four earliest buses, but the PM BL buses terminating in Hamilton are the last four buses, necessitating a minimum commuter day starting at 7:15 AM (TC4) and ending 6:45PM (BL4). I am aware that I have the option to change buses, again, in Leesburg, and take yet another bus to Hamilton. I will not do this, and know many riders who have made the same decision. I am not subjecting myself to another chance for missed connections and waiting. I have spoken to riders who do switch in Leesburg, and they say that they wait as much as 15 minutes with regularity for a bus from Leesburg to Hamilton.

So I am very annoyed by the proposed timing and number of buses that will service the Hamilton lot, especially the inexplicable PM schedule, which has only two buses; the 751 bus, which leaves Spring Hill at 2:55p, and; the 755, which leaves Spring Hill at 5:31p. The schedule leaves a truly unbelievable $2\frac{1}{2}$ hour gap in service for the Hamilton Park and ride. Is there a reason that the buses cannot all start and end in Hamilton? There seems to be no issue with having a new, and largely unused Goose Creek stop, and two stops right next to each other in Broadlands. What is the issue with Hamilton?

At least in the AM you have four buses initiating service at the Hamilton Park and Ride; the 702, 703, 704 and 706; with spacing of 35 minutes, 45 minutes and 57 minutes. To be consistent, you should have four buses returning to the Hamilton Park and Ride in the afternoon. However, at a minimum, you must at least add one more Hamilton stop to the schedule, for example, the 753 bus, leaving Spring Hill at 4:31p, getting to Hamilton at 5:32p.

Are there any other steps I can take to make this point to the planners and get a change to the schedule?

It seems there are very limited routes from Harmony to Tysons and even fewer options on the way home. I work at MITRE (currently serviced by Tysons Express East) and it seems unlikely that I'll continue riding based on the service limitations, additional round trip time and costs (which I can't figure out what it will cost at this point) after the Tysons express service has stopped.

I am writing to provide comments on the draft silver line metro schedule for Potomac Falls.

Please run an early bus, 901, that stops at Lowes Island and goes to WFC. I have ridden this bus to WFC for years and do not understand why it does not stop at Lowes Island. I live in Lowes Island and bike to the bus. I have to ride past the Lowes Island stop every morning and go to Our Lady of Hope, only to ride the bus right past the Lowes Island stop and then repeat this process in the afternoon. This adds about 30 minutes a day to my commute. I have been told this is done to balance parking later in the day. Let the later people drive to stops with available parking or get up earlier to get a spot if they care about the location.

For the return afternoon service, I only see a Reston to Cascades schedule, If you drop off at WFC what is the plan for return service?

These are my comments on the proposed Silver Line Bus schedule:

There is really not much to like about the proposed schedule for the Potomac Falls runs in the morning and afternoon.

First of all using the Silver Line is going to cost more for everyone. Further distance = more money spent out by the consumer.

Second it's going to take longer too. The commuting distance for me will take about 20 minutes longer in the morning and 30 to 40 minutes longer in the afternoon. I work in the Foggy Bottom area so the commute times for most others will be even longer.

Next is if you must keep buses going to the Wiehle Metro stop then they should be the ones going later in the morning. It makes sense to keep buses going to West Falls Church for the earlier times since less traffic is on the road.

Also having no afternoon departures from West Falls Church is a bad idea. You have to have those. Many of your riders are transfers from other bus lines and not the subway. West Falls Church is huge bus hub for those riders. I doubt they will continue riding the Loudoun buses if they can't pick them up at WFC.

If the schedule stays as is, my guess is that you will lose many riders. Increased cost and commuting times will now make it not worthwhile to ride a bus from the Wiehle Metro station. I will try it as it is for a few days but I seriously doubt I will continue riding unless some big changes are made before the Silver line opens.

I live in Brambleton. There is not a single bus service from Brambleton park and ride lot to Wiehle-Reston Metro Station. Can you please include that bus service?

Thanks for opening new bus routes to the Silver line. Any chance you can run a bus from Brambleton park and ride? Brambleton residents would really appreciate it.

Why wouldn't the bus that leaves Stone Ridge parking lot go to Wiehle Station instead of or in addition to Rosslyn? I currently use zero public transportation, but would consider taking the bus to Wiehle from Stone Ridge.

There is a large and rapidly growing population (thanks to all the development and WV commuters) along the Route 50 corridor. Route 50 is already gridlocked in the morning and afternoon commutes west of 606. Can you please provide bus service from Dulles South to Wiehle/Reston? We are grossly underserved with mass transportation services in this part of the county.

I was very disappointed to see the proposed adjustments in the commute bus service schedule. I strongly urge for PM service to be permanently maintained to West Falls Church.

Increase in Commuting Costs

WMATA has released estimated Silver Line fares. The expected fare from Wiehle Avenue to 'Downtown' is \$5.75. (<http://wtop.com/654/3464995/Silver-Line-construction-could-finish-by-November>)

If these fares are implemented, I am expecting a 23% increase in commuting costs using the Silver Line compared to the Orange Line. My total bus/Metro one-way trip costs increase from \$6.30 (\$2.00 bus + \$4.30 Metro) to \$7.75.

Bus fares would have to be cut to \$0.55 for me to not see a fare increase.

Increase in Length of PM Commute

My other concern is the increased time of commute. The afternoon schedule as written would add approximately 20 minutes to my 90-minute commute. I currently take the 935, arriving at the West Falls Church around 5:40 for a 5:45 departure. Expected travel time between East Falls Church and Wiehle Avenue is 22 minutes (Source: PlanitMetro.com). Current travel time between East Falls Church and West Falls Church is 3 minutes (Source: wmata.com). With the increased Metro travel time, I would miss the 935 be forced onto the 936, leaving Wiehle Avenue at 6:12. Instead of arriving at Our Lady of Hope at 6:20, I would arrive at 6:39.

Additionally, PM westbound Dulles Toll Road traffic is currently light enough making the 3-minute Metro ride between East and West Falls Church and subsequent drive by bus to Wiehle Avenue faster than a 22-minute Metro trip between East Falls Church and Wiehle Ave.

Your proposed bus schedule forces in an increase in commuting costs and time, not just for myself but for many of the riders coming from Downtown D.C. I strongly urge you to maintain the existing service from West Falls Church in the afternoon.

I have made an adjustment to the draft AM Schedule. Some of the columns on the draft schedule were not in the correct logical order and do not match the afternoon draft schedule. I have swapped them around on the attached .pdf. The afternoon schedule was OK. I believe you should be able to see the issue if you compare your current draft AM and PM schedules.

Thanks for accepting comments on the drafted Silver Line bus service. It would be nice to have a later bus (preferably 6:30) that departs the West Park Transit station. This would accommodate Freddie Mac employees who work late for various reasons (i.e. longer hours for flexible work arrangements such as compressed work days).

Good morning. This email is in response to the posted proposed schedule to metro's silver line. Overall, I think the times look great especially that Loudoun station is a lot closer to my house than Dulles North. However, my concern is that all these connections will add time on my commute. Will the current bus routes also continue to give riders options, or will everyone be forced to take metro?

I live in Western Loudoun County and have been riding the Tysons Express since it began operation in 2010. It is a great service and I am glad to see that it is continuing beyond the completion of Phase 1 of the Dulles Corridor Metrorail Project. You should be proud.

Beginning January 2014, my office is moving from Tysons Corner to Herndon, very near the current Herndon-Monroe Transit Center. Unfortunately, I will no longer be able to use the Tysons Express service as it is currently run and as the new draft service indicates there is no Herndon stop for the Tysons Express.

However, I am encouraged that I may now have an option for public transportation from Western Loudoun to my new office in Herndon with the addition of the bus line from Loudoun Station, although it is not a good option and one I probably won't use very often.

What I would have to do based on the draft schedules:

- 1. Get on a Tysons Express Bus at Harmony Park and Ride and get off at Broadlands Rt 772 Lot.**
- 2. Walk from there to the new Park and Ride at Loudoun Station.**
- 3. Transfer to the Loudoun Station Bus Line to Wiehle Avenue Metro.**
- 4. Catch a Fairfax County Connector and double back to my office in Herndon.**
- 5. Reverse this in the afternoon.**

As you can see, it is possible, just not very convenient.

My suggestions.....

I propose an idea to improve this scenario for citizens from Western Loudoun like myself and provide a more comprehensive range of service options for all.

1. Link the Tysons Express to the Loudoun Station Line. The one is right across the Greenway from the other. I have some suggestions on how this can be accomplished. It makes public transportation sense to me for Loudoun Transportation to make a convenient transfer point between these two services, especially for the citizens from Western Loudoun.

(This next idea is one I am very proud of and would really hope you would adopt since it is really a great idea.)

2. Have the Loudoun Station Line make its first stop in the morning and afternoon the Herndon-Monroe Transit Center (accessed from the EB DTR). I could get off there in the morning as the bus heads for Wiehle Avenue and pick up the bus there in the afternoon as it heads for Wiehle Avenue and then home. It's an easy in and out for the bus. It saves me (and I would suspect others who would like an option to

Herndon) from having to double back from Wiehle Avenue Metro and presents no real issues for the bus since it is such an easy in and out.

In summary, with the addition of the Loudoun Station Line, a much needed public transportation link to Western Fairfax County has been created. **This service is currently designed for the convenient use of citizens from Eastern Loudoun only.** My suggestions above provide a public transportation link to Western Fairfax for Western Loudoun County residents and provides increased options for all by providing a new public transportation option to the Herndon-Monroe Transportation Center at virtually no cost to the County of time on the schedule.

I work in McLean and have been regularly taking the Tysons Express as well as Tysons East Shuttle since the service started. I truly enjoy and benefit from this service and will sure miss the shuttle when Silver Line starts. However, after reviewing the draft schedule for the Tysons Express, my sincere request is to include McLean Metro as another stop (after Tysons Corner Metro stop) to the Tysons Express bus both in the mornings and in afternoons. This will avoid several passengers' use of transfer and greatly benefit in saving time and money. I am very hopeful that you would provide a McLean Metro stop. Thank you so much for the great service!

I reviewed the proposed bus schedules and would like to ask what happened to the Dulles South stop for South Riding and Stone Ridge passengers? Route 50 is terribly congested as is 606 to get to Dulles North.

Thank you for the opportunity to comment on the draft proposed LC Bus service from Sterling to the Silver Line (Wiehle-Reston East Metro Station)

I've lived in Sterling for over 26 years and have seen great improvement in the mass transit options offered to those of us who work outside the county. I'm greatly appreciative of the service afforded me from Sterling to West Falls Church metro. After years of delays there is FINALLY metro service closer to Loudoun County (within 10 to 12 minutes vs. 25+ minutes). I really recommend service operate every 10 to 12 minutes between Sterling (Cascades run) and Silver Line (Wiehle-Reston East Metro Station). Still offering service on most routes operating every 25 to 35 minutes is eliminating mass transit to a population of Loudoun County residents. Is there a survey that has been done that indicates the "time lag between buses" that makes some residents (particularly parents with children that have after work activities parents need to get home to). My guess is a survey would state 10 to 12 minutes vs. 25 to 35 minutes. I truly believe if more LC buses are put in operation the ridership will grow. Additionally, those of us who are regular riders would appreciate a shorter wait time we miss the bus by a minute or two, our days commuting/working are long enough without adding an additional 24 - 34 minutes because "we just missed the bus."

Although having the AM LC bus go to West Falls Church metro does not interest me once the Silver Line metro is available I'm interested in understanding why buses are being proposed to go to WFC metro in the AM but none returning in the afternoon.

I would also be interested why the timing listed from Sterling to Wiehle-Reston East metro is listed (for example) 5:21AM Our Lady of Hope with arrival to the Silver Line at 5:41. Currently this bus leaves Our Lady of Hope at 5:21AM and arrives at WFC at 5:45-5:47AM. The drive from Wiehle/Reston to WFC takes more than 4 minutes.

I am a current user of the Tysons express line. With the silver line metro activation I understand there will be some changes in services. I've seen the proposed schedule which identifies stops in Tysons Corner, but I have a few questions. What will happen to the East Tysons shuttle that services Northrop Grumman, MITRE, and Capitol One? Will there be a replacement shuttle or alternative bus line that will service these current stops?

Thank you for keeping the current bus routes/times to the Pentagon, Crystal City and Rosslyn...

Here's another cheap idea to increase service to the Future Silver Line as well as the Silver Line Phase

1. Create a stop at the Dulles Main Terminal for either the Tysons Express or the Loudoun Station Line, or both. This would be of little cost and schedule time and would provide service to the Airport for folks who work at the Airport, air travelers and folks who would like to transfer to a Fairfax bus to Western Fairfax or a Metro Bus to downtown Washington. Additionally, this would simulate a future Silver Line stop. And isn't public transportation all about providing service options?

I live in Cascades and work in Tysons Corner at the Northrop Grumman headquarters. There is a silver line metro stop right in front of my building in Tysons. The problem I see with the new schedules is that the last Cascades bus that leaves for the silver line metro stop is 7:30am. I drop my son off at the bus stop at 8:45, and thought that with the addition of the silver line metro stops, the Cascades buses would stop going to West Falls Church, and service only the silver line stops. This would allow the morning buses to run later and that I would find a 9:00am bus from Cascades to a silver line stop. This is not the case. I want to take metro to my building, but there is not a Loudoun option. The closest thing I can see is to drive or cycle to the Dranesville Giant and catch a Fairfax bus to the silver line. Please consider adding one last route that leaves Cascades at 9:00am to the Wiehle metro station.

756 should not be the last run. There should be another bus equivalent of BL6 in the revised schedule. In the evenings, I board from West Park Transit and often take 5:56 (BL5) or 6:26 (BL6) runs. I reach my destination, Broadlands Market Place, by 6:26 (BL5) or 6:56 (BL6). With the revised schedule if I miss 756 run from West Park Transit at 5:56, the earliest that I can reach Broadlands Market Place will be 7:55. **A delay of 1 hour!**

I would request that the Tysons express bus from Broadlands Ashburn to also make a stop at the McLean metro station.

Some of your customers (e.g. me) do not commute into DC, but actually use the WFC metro to commute southwest into Vienna/Fairfax. I would stop using your bus service and start driving again with the proposed schedule because it adds time, cost, vehicles, and crowds to my commute. Here's how it affects me:

From this:

1. Commuter bus to WFC (40 min)
2. ORG Train to Vienna (6 min)
3. Shuttle bus or CUE bus to my office (14 min)

To this:

1. Commuter bus to Wiehle (24 min)

2. SLVR Train to East Falls Ch (25 min)

3. ORG Train to Vienna (10 min)

4. Shuttle bus or CUE bus to office (14 min)

And so this adds yet another vehicle connection for me to make. Total travel time right now is about 1 hour plus TWO wait gaps between vehicles. The "new and improved" silver line schedule becomes over an hour and ten minutes of travel time plus there are THREE wait gaps between vehicles. Metro fares are higher for greater distance (and I'm going in a direction I don't want to be going!).

It would be awesome if you could consider keeping at least two bus runs from WFC to Cascades in the PM schedule, and then I could utilize the AM buses going direct to WFC as proposed.

I've been riding the Loudoun Transit buses for about four years now, and find it incredibly convenient!

I currently take the LC bus from Great Falls Plaza to WFC and am a little disappointed that the new schedule has both early morning buses going to the new station. The one after 8am goes to WFC, but that's too late for many of us who work in DC and the thought of 4 more stops on the metro is very much less than appealing (and I'm sure that it will cost me more each day as well). My preference would be for at least one of the morning buses to go to WFC... preferably the one around 6:50am, as the day care facility at Great Falls Plaza opens at 6:30am.

I ride the Tysons Express bus daily and I have reviewed the proposed schedule. I am riding from the Hamilton stop and noticed that there is only one stop returning to Hamilton at 6:30. I am concerned if that if I miss this bus, there is no additional bus that I can catch. Please consider adding two additional returning stops to Hamilton at 5:30 and 6:50.

I would like to first thank you for asking for your riders input on schedule and routes to the Silver line. I currently take your 6:15am bus from Lady of Hope to West Falls Church every morning (which I wake up at 5:25am to make it there). I looked at the schedule but I do not see anything that would change my commute so this would be more convenient for me. I drive from Leesburg to Lady of Hope so that I can get to West Falls Church by 6:40am. I was hoping for more routes from Leesburg area that way I don't have to do much a commute to one of your stations to get to a metro stop. I am sure I am not the only individual who does a 15 to 20 minute commute because the times you have in Leesburg area is not really favorable for us to make it to work on time. If there was a route(s) that were closer in our area I am sure you would get more individuals using them.

I am one of your disabled riders from Hamilton. I am very glad to see that you will continue dropping off riders along Jones Branch Drive in-between the metro stop locations.

I do have concerns regarding some of these proposed changes:

- The current schedule has 4 early routes that start in Hamilton in the morning, and 4 later routes that end in Hamilton in the evening. The proposed schedule keeps 4 early routes starting in Hamilton in the morning, but only has 1 route that ends in Hamilton in the evening.
- The current schedule has 3 later routes that start in Leesburg in the morning, and 3 early routes that end in Leesburg in the afternoon. The proposed schedule only provides 2 later routes that start in Leesburg in the morning, but 4 routes that end in Leesburg in the afternoon.

- With 11 routes beginning in the morning at the Loudoun Station, and 4 routes in the afternoon to Hamilton/Purcellville, you are discouraging western county riders that works in Tysons. The ability to transfer between Loudoun County buses is not well-advertised.

Is there consideration for offering a shuttle service between Harmony and Loudoun Station to ensure the western parking lots are utilized for the later morning routes? Honestly, if I have to drive to Loudoun Station, I may as well drive all the way into work.

How do the afternoon routes match up for transfers to the DC buses in the afternoon? For the routes that end in Leesburg, and the buses that will be making another round, could the last two stops be switched--Leesburg before Goose Creek--to ensure the Leesburg transfer riders have an easier time catching a DC bus? Numerous times the DC buses are pulling out of the Leesburg station just as at Tysons bus is pulling in, and they do not wait for us to unload and transfer. When I take an early afternoon route to transfer in Leesburg, I have had to wait for 10-20 minutes at times for another DC bus (which is not fun in inclement weather).

Hello, I am a current rider on the LC transit buses from Dulles North to downtown (Metro Center). I had planned to take the Silver Line bus to the Wiehle stop from Dulles North once the Silver Line opens, but all of the buses on the proposed schedule leave very late – there is nothing prior to 8:25AM, which does not arrive to Wiehle until 8:43. This is not commuter friendly at all..... Many people need to arrive at work prior to 9AM, which would be impossible with this service. I don't understand the rationale here, please advise.

I looked at the schedules LC buses after silver line starts. I have been taking the Tyson's express bus since it started in June 2010 almost every day. This bus service is of great convenience and I have seen the rider usage go up every year. I had few comments/questions below about the new schedules.

- Is Tysons express service going to continue after the commission of silver line or this service will be replaced by the new schedules?
- I see the last bus from West Park Transit terminal is at 5:56 PM. As you may know today, there are 2 more trips after 5:56 and they are very convenient if you have to stay back at for some unforeseeable circumstances. This is a great deciding factor for me to take the bus as I have a backup bus until 7:05 PM.
- I would really like to see at least the last trip maintained otherwise I would seriously think of driving to work since 6pm is a normal time I leave the work and I cannot rely on any bus service if I miss 5:56 bus.

Please give a serious consideration before you decide to discontinue the current 6:25 and 7:05 PM bus trips from west park transit.

Please consider a route from Creighton Rd, Ashburn lot too. Also a small shuttle covering Loudoun Valley and Brambleton to Loudoun Station would be very helpful in easing parking problems.

I often have to stay in the office until after 6 pm and take the 6:26 pm bus. I have taken the 7:05 pm bus from the Tysons Mall a few times and there are people on this bus. Please consider keeping at least one bus running from the West Park Transit Center after the 5:56 pm bus.

I'd like a morning departure from Harmony between the 6:45 and 7:40. That's nearly an hour between departures and neither one is quite convenient. Is the Tyson's Corner metro station the one near Capital One? There is a huge gap in buses going all the way to Harmony. Does this mean that we would have to change buses in Leesburg? Could the 753 go to Harmony?

It's disappointing that there isn't more direct, express-type service from Leesburg to Reston or Spring Hill. I was hoping for a cheaper, faster connection to Metro but it seems that Leesburg to Rosslyn remains my only viable alternative. I commute to PG County (Greenbelt) so I'm less interested in snaking through the district (or eastern Loudoun County) than I am of getting to Metro as quickly as possible.

Frankly Loudoun needs to change its approach. Dropping people off in front of their buildings in the district is certainly convenient but is more expensive and does not make the best use of limited transportation funds. Huge outlays are being made for rail infrastructure (which I fully support). It makes more sense to buy cheaper buses, drop commuters at Metro stations and let them take rail into the district. This is how the other counties do it. I realize politically that this will be unpopular with some riders but this is the only way this works over the long term.

I would like to comment on silver line schedule first: I think you should add two evening buses: one at 9:30pm and one at 10:30 pm. This would increase the private sector employees who can use public transportation, and would also allow for late work/ dinner on town.

At a minimum, the departure time of the last bus should be moved back at least 1/2 hour, to make the silver line a viable option for individuals who miss the last bus.

My additional comment is that you should consider changing your rules to allow bus drivers on buses that depart before 7 am to by-pass the airport, unless they know of an accident or a backup: the road is not congested past Dulles and the bus can easily cross over after Wiehle.

Currently, I use the Leesburg Park and Ride and take the morning bus @ 8:10 AM to West Falls Church (WFC). From there, I take the Orange line metro to the Smithsonian station.

In the evening, I usually take the 956 bus which departs WFC @ 6:45 PM to Leesburg Park and Ride where my vehicle is waiting for me where I parked it that morning. I'm usually home by 7:30-45 PM

I have been reading over proposed bus schedule to and from the Leesburg Park and Ride and honestly, it just doesn't make sense!

Since I'm only concerned with the Leesburg Park and Ride lot, that's what I'll be discussing in this email.

If we look at the draft proposal for the Silver Line buses, buses leaving the Leesburg Park and Ride will completely bypass the closest Silver Line metro station (Wiehle East Station) and instead drop off at the Spring Hill station in Tysons corner. That's a 40 minute bus ride. Meanwhile, buses leaving Loudoun Station are dropping off at the Wiehle East station, and that's a 20 minute bus ride.

Doesn't it make more sense to have buses leaving Leesburg drop off at Wiehle East station, and buses leaving Loudoun station to drop at Spring Hill station? This is a more reasonable transit and I suspect that it will save a considerable amount on gas and other costs due to a more balanced schedule between buses.

Every morning, the bus I take stops at Goose Creek and then again at Dulles North. We pass by the Wiehle station in record time!

In order for me to use the Loudoun Station, I would have to battle 30 minutes in traffic just to get to the station...getting to the Leesburg station for me is an easy 15 minutes. So, the Loudoun Station doesn't seem to be worth the time for me to go there, just to be on a bus for 20 minutes.

Honestly, with the schedule you are proposing, it doesn't behoove me to even use the Silver Line at all! It makes more sense for me to continue taking the Leesburg bus to WFC. All the routes you are proposing are a hindrance, not a benefit.

I took the liberty to talk to others at the shelter in the morning at the Leesburg lot, and none of them realized just how ridiculous the proposed Silver Line bus routes are. When I showed them printouts of your Draft, they were left scratching their heads, wondering what crazy person drew up this schedule. The most common response I got was "does the person drawing up this schedule even *RIDE* the bus?"

To reiterate - spending 40 minutes on a bus between Leesburg and Spring Hill is an unreasonable transit when there is a Metro Train station that is 10 minutes quicker to get to! And having a bus go between Loudoun Station and Wiehle is silly. This short 20 minute ride doesn't even give the passengers time to check their email before they have to disembark again to jump on a train!

Please consider scheduling buses to go between Leesburg and Wiehle instead of Spring Hill, because honestly, nobody will take that bus because it's simpler to just take the Leesburg to WFC instead...it's only another 3-5 minutes and people are already used to that!

Here is another thing to consider - Taking a bus from Loudoun to Spring Hill...you have to go through the Toll Plaza and pay the toll...for a bus that will essentially be empty, this can get expensive! Save the money of the Toll and drop us off at Wiehle. *THIS* bus will be full!

I have deep concerns over the new proposed Tysons Express schedules. I live in Broadlands and work for Capital One, Mclean. Tysons Express and the shuttle service has been a blessing for me. I am able to avoid the traffic both ways. I hope you don't plan to cancel the shuttle service from Westpark. If the shuttle service is cancelled, I will have to start driving to Mclean. I hope you consider my email plea and not cancel the shuttle service.

I personally would like to see one late bus leaving the Wiehle station around 9 or 10 pm.

It would be great if buses would go from Goose Creek Village to the Wiehle-Reston East Metro Stop.

I live in Goose Creek and after reading the proposed Silver Line schedule I wanted to thank you for the proposed increase in Goose Creek service. I currently have to drive to Leesburg Park and Ride because there is no early afternoon schedule return from West Falls Church to Goose Creek, so I wind up bypassing Goose Creek all together even though I live literally across the street. I noticed with the proposed bus schedule though that the bus will bypass Reston Wiehle Ave and go to Silver Hill Tysons Metro instead. I guess the new Goose Creek will be handled by Tysons Express. Is there any chance of opening up an Ashburn Shuttle type service to Reston Wiehle Ave and adding Goose Creek in the future? Again the proposed schedule is a terrific improvement as I can use Goose Creek to the metro.

Why is the county trying to put more cars on the road. I work in Arlington along with many others why not have more buses going Leesburg, Goose Creek and Dulles north to the metro. That is not being addressed here instead its putting more cars on the road just to get to the bus to get to the metro from Leesburg.

I take the 95x series bus from the Leesburg Park and Ride to the West Falls Church Metro where I take a train to Ballston. These busses are currently standing room only in the morning by the time they get to Dulles North. In the afternoon lots of us switch to the Rosslyn bus (80x) because the earliest outbound WFC bus is 6:15 PM! Busses from Rosslyn are also SRO.

I would be totally okay with a bus from Leesburg to Reston, abandoning the WFC run. I cannot think of any reason for subway riders from Loudoun to go to WFC anymore. With a shorter run perhaps you could schedule additional runs, and something a couple of hours earlier in the afternoon.

Feel free to ask for more information if this does not make sense. Thanks for asking for comment. Good luck!

What about service from Dulles South to the new metro station? Why was that left off the schedule? There are plenty of people living (and will be living in the Dulles South area with all of the new residential construction occurring) that would want to take the metro out of the new Reston stop vs traveling to Vienna in the traffic. Please consider adding routes from the Dulles South station to the Wiehle Avenue metro station.

I have several comments with the proposed schedule:

1) It does not appear the schedule takes into account that the trip from West Falls Church to Wiehle will be at least 20 minutes longer. The last buss from WFC is currently 7:15 and now the last bus from Wiehle is proposed 7:12. It appears that the schedule is assuming everyone will leave work about 20 minutes earlier than they do today.

2) For current users using the 4:40 bus, the Wiehle equivalent is roughly the 5:10 bus. Now it is proposed that 3 buses will leave earlier. I don't understand why we need three buses leaving earlier than the current earlier bus at WFC (4:40). The first normal bus leaving Wiehle should be 5:10 and continue to at least 7:30 to maintain the same level of service currently provided from WFC.

3) With less travel time, it would be highly desirable if we had more frequent buses. Lest say every 10 minutes. Having to wait 20-30 minutes between buses is very difficult.

Are there any plans to offer service from the Harmony lot to Reston-Wiehle in some way?

Hope Silver Line won't get delayed much and provides good access to our county (before it comes into our county). I have couple of points as below:

Point 1, I feel we should have more frequent buses (every 30 (rush hours)/45 (non rush hours) mins) to Wiehle/Reston station from Loudoun county, than the proposed schedule in the morning/evening hours. This will encourage commuters to use metro/public commuter busses. The proposed schedule from Dulles North is more or like the existing schedule of West Falls Church connector, by changing them to go to Wiehle/Reston metro station.

Point 2, I don't see any buses from Brambleton in the proposed schedule going to Wiehle/Reston Station, I think having at least 1-2 trips from Brambleton between 8-9AM will save lot of hassle for commuters in Brambleton and even avoids traffic near Waxpool/Loudoun county signal . As all know, most of the commuters will either walk or drop/pick by families in the morning/evening due to parking shortage in brambleton.

I'm a current reverse commute rider (from WFC to Verizon) and will likely stop riding altogether after the silver line opens, unless there continue to be a bus departing West Falls Church (8-9am departure, 5pm return).

I'm not expecting this to warrant a schedule change, but given that I live south of WFC the drive to Wiehle or Tysons would be more than ½ my commute and not worthwhile (i.e., drive 25 minutes to catch a bus for that last 10 minutes vs. drive entirely). Taking metro would be even worse (current 45 minute car/bus ride would become 1.5 hours on two different trains).

I'm probably the minority rider type, but I told a fellow rider I would comment that keeping a few buses running to West Falls Church would keep me on the bus.

For the majority of riders, the move west will probably save them time and I understand that's the likely outcome.

Request to add 2 afternoon run number 955 (01:30 PM and 02:00PM) from Wiehle station to Loudoun station. Last 2 Run Numbers 957 from Wiehle station (7: 30 PM and 7:50PM) request to stop at Loudoun Station as well.

I have been using the Tysons Express since the day it started and have noticed a tremendous increase in riders since then. I have couple of concerns with the proposed schedule.

- 1) there is no afternoon - 3 PM buses with people who would like to leave early. Are there any buses/alternative schedule that commuters can take?
- 2) the last bus is at 5:56 . Are there any buses/alternative schedule that commuters can take? Given that this route is always full what is the plan if commuters are not able to take the last bus?

I don't see any bus running from Dulles South to any of the Metro railway station. Any plans to add the buses from Dulles South to nearest Metro Station? There are many riders who will use this facility to commute to Tysons corner, Rosslyn and to DC.

I currently ride the bus daily from Goose Creek Village to my job at MITRE (7515 Colshire Drive). I am a very happy customer – the bus literally drops me off at MITRE's door. It is a wonderful service. It is also popular. There are many staff at MITRE, Northrop Grumman and Capital One who use the service on a daily basis.

My understanding of the current proposal for the new "Silver Line Bus Service" is that service to the Colshire drive location would be lost, requiring us all to take the metro for one stop in Tysons (there would be no drop point within walking distance for us). This would add time and, expense to my commute. Frankly, I doubt I would continue to participate. I note that proposed service to other popular employment locations in Tysons would continue (e.g. Jones Branch locations, USA Today, SAIC, NADA, etc.). I'm not sure why MITRE, Northrop Grumman and Capital One are being left out.

I have two suggestions:

1. My preferred solution would be to have the bus continue to stop at our locations of business. I can't speak for Northrop Grumman but I know MITRE is currently expanding our campus with a 14 story office building, and Capital One has plans for expansion as well. Also with the completion of the Metro system I would expect robust growth in this area.
2. Lacking a door drop off service, the next best thing would be to provide a stop at the McLean station. This is within a 5 to 10 minute walk of our office buildings.

There seems to be very little choice of times in the schedule for Dulles North. In the morning it is after most need to be to work, at nine. Why?

Forget about the silver line, get more parking lots and/or routes for the west DC route. The buses are full out of Ashburn.

I've been looking at the Silver Line information and am very confused. All I want to know is are the Leesburg to Tyson Corner buses still going to continue even after the silver line opens up? I do not want to take a bus to Reston and change to get to Spring Hill Road in bad weather and have to walk a mile to get to my office at Tyco Park. I get off at the second stop in Tysons (at Tyco Road) and am picked up from the same spot in the afternoon. Will that change? If not, whatever else is going on I am not interested in.

It would be convenient for day commuters flying to other cities from the Dulles Airport to park or to be driven to one of the Loudoun County park and ride lots and take the bus to Dulles. I propose adding a stop at the Dulles terminal to one or more of the morning and evening runs between Harmony and Tysons Corner until the Dulles Metro station is completed in 2018.

The morning buses from Leesburg, 952, 953 and 954 all go through Leesburg, Goose Creek and Dulles North. Then the buses all drive right past the Wiehle rail station.

How about instead of these buses going all the way to WFC, spending money on gas, wear-and-tear on the bus, and paying the toll at the toll plaza, and instead save that money and stop at the Wiehle station instead? The commute/trip is shorter and may even be able to get an additional trip in there...so that instead of 3 bus trips, make it 4. Since the Silver line goes all the way into Largo, this makes the most sense. Very few people (actually none) are taking the WFC bus to take the Orange line west...everybody's going east towards DC. Then in the evening, instead have buses 955, 956 and 957 pick up at Wiehle and then go to parts west as it normally does!

Looking at your draft proposal, I find it confusing and it doesn't make sense...so I thought that this should make things super easy and fast! And you can still charge the \$2 each way and nobody will complain...in fact, most people will applaud you for using more than two brain cells for thinking!

I would prefer to continue using the Loudon County commuter buses from Brambleton to DC rather than go to the silver. I think this should continue to be an option for commuters.

I would like to see some later options to get to Dulles North, evenly spaced at 1/2 hour increments. I frequently have to drive to the Herndon-Monroe parking lot and take the Fairfax Connector when I know I can't get out of town by the last bus out (6:33 from the Reagan building). I would like to see more evening buses leave the metro for Dulles North at 8:00, 8:30, 9:00.

There are too few departures **FROM: Spring Hill Metro Station and Wiehle-Reston East Metro Station TO: Goose Creek Village or stops west of Loudoun Station between 6:00 PM and 7:30 PM.** Currently there is only one at 6:01 PM. Please consider additional departures from these points during this timeframe.

Will there still be an early departure bus on Fridays?

Thank you all for supporting the Silver Line. I strongly believe in public transportation. I appreciate all the work you do to help us citizens live productive lives!

I write to ask that you consider adding busses from Dulles South to the Wiehle Ave Station. All the proposed schedules serve the Northern side of Loudoun County. Nothing comes to us on the South Side of the County. We are a fast growing area, so will need servicing as well.

I live in the Avonlea community, located between Stone Ridge and South Riding. I am fortunate enough to have a permanent position working for the Federal Government. My office is both in the District near the White house as well as in Va Square, VA. To both locations I can easily get to via Farragut West in the District, or Va Square Metro stop for the Va Square location.

My fiance works as a Government Contractor. Her company has headquarters near Wiehle Ave and Dulles Toll Road. However, as project manager, she works on site in both Arlington and Ballston. So, she would be able to exit at the Rosslyn Metro, or Ballston Metro for her work.

Currently, I take the commuter bus from Dulles South to the District. But, if there were an option to get the Metro, I would do that instead. It makes sense for both of us.

Bus service from Dulles South to Wiehle Metro, would save us both driving in which is an absolute nightmare. Saves gas, fumes, carbon, parking space, road wear and tear, etc.

As a rider, I am grateful and excited for the upcoming line, however these are my concerns-

Millions of dollars spent on a project that at the end of the day will not make improvements is not cost effective, this is why-we will have access to this wonderful silver line and will get us closer to DC and we can commute with the same operating hours as the metro, but what good is it, if the bus service (shuttle to Metro), is only available at peak times. We currently have that option; right now I can commute from DC to West Falls and take the bus to the Monroe Park and Ride in Herndon. (I can do this at any time). This will not change with Silver line, so to take the silver line after the shuttle buses service us, which for Goose Creek for example will only be two options, is not really an option. You've in essence created the same option that we currently have, just with a brand new line. Regardless whether I go to Wiehle, Springfield or Herndon Park and Ride, I will have to have someone pick me up at night as there won't be any service past 7 or 8 pm. For Goose Creek, only two buses (I can only imagine how packed and standing room only that will be). I commute now to Goose Creek and it is standing room only, it has been since it opened with no more early or later buses from and to West Falls Church.

There are no options that take me to Loudon County pass the hours that you provide on your shuttles and that ends fairly early. Again my question, how can we take advantage of Silver line when there are no options for us to get home (to park and rides) if the buses are so limited?

I am looking at your draft schedule for buses with the new Metro Silver line, but it doesn't make mention of the park rides at CFC and Ashburn North? How will these be impacted? Will buses continue to service to DC with the same schedule?

I ride the bus from Cascades and there's an early bus From West Falls on Fridays only. It's not on the proposed schedule for Wiehle on the Silver Line.

I'm surprised there are only three morning times departing from Dulles North to Wiehle-Reston East or Springhill metro stations. And, the times are not early in the morning either. I currently use the Loudoun County Transit bus as transportation to/from my job each weekday. And, I will continue to do so, even after the Silver line is operating. However, I think there will be some folks who will want to use the bus from Dulles North, at a much earlier time than the proposed 8:25 am each day, to get to one of the new Silver line metro stations. I recommend adding some earlier departure times from Dulles North and some earlier return times from Washington DC. Also, will you offer bus transit to the Silver line metro stations on the weekends?

My Message: Please keep the Lowes Island to West Falls Church (WFC) bus run.

Rational: I would rather give my revenue to LT for a longer bus ride to WFC, than to give my revenue to Metro for a longer train ride if bussed into Wehle.

I believe the Wehle station will be utilized by patrons on the Reston Connectors bus rather than the LT patrons. If the lots for the long hauls were closer, I would take a LT long haul into the city. Have you ever considered a modified long haul that would go from Lowes Island to Rosslyn (a transfer point for Blue, Orange and Silver) but not into DC?? That could mean more revenue for LT since the ride is longer. I appreciate the LT service and am a "walking advertisement" b/c I tell everyone about how convenient it is, how great the schedules are, how cushy the buses are and how responsive the LT is to our input. Thanks again. I hope to continue riding LT.

I ride the Harmony, Leesburg, Goose Creek Village and Broadlands South Service and want to know if the existing schedules to West Falls Church metro will continue? There has been some confusion talking with fellow riders.

I am very excited that Loudoun County will offer bus service to the new Silver Line Wiehle Station! However, rather than a set schedule, is there any way that Loudoun County can run their buses more like the Fairfax County Connector (FCC) buses run to the West Falls Church Metro stop? The FCC buses run in a continuous loop. As soon as one full bus leaves, another bus pulls in. Because of this, a rider rarely has to wait for a bus to get either to or from the Metro during rush hour. Based on your draft schedule, I am concerned that there may be some long wait times. Also, the schedule seems fairly limited. This will force riders to choose alternate transportation options.

Keep in mind, these buses will have a much shorter distance to travel to get to the new Metro station than the Loudoun County buses that currently go all the way into DC. It seems like a loop system could be initiated and I think the demand will definitely be there! Please advise of the feasibility of this plan.

I do not see the Friday midday bus on the draft schedule to Potomac Falls/Cascades. We have 2:20 pm Friday midday bus now----- it is great! Please, keep Friday midday bus to Potomac Falls!

Many thanks for providing the best bus service to DC and surrounding areas from Loudoun County. I have been commuting for a while from the Goose Creek Bus stop and the new timing's are really not that favorable. There is no service in the morning from Goose Creek after 8:26 to replace the current 8:43 and 9:15 buses which are convenient timings for many people. On the same lines, there are no buses between 6:35 and 8:04 which really makes it difficult to commute. I would appreciate if there are at least two trips to/from the nearest metro station in the morning and evening with stops at Goose Creek and Leesburg park and ride, that would really help the commuters.

I am a regular user of weekday Loudoun County Bus service, from Goose Creek village in Ashburn. I reviewed your proposed silver line bus schedule from Goose Creek. At present the last commuter bus in morning from this stop goes at 9:15, while according to new schedule this will change to 8:26 am. In evening according to new schedule there will be no bus between 6:35 pm and 8:04 pm. These changes will cause a lot of inconvenience.

Kindly consider following recommendations:

1. More bus stops at Goose Creek village between 8:30 am and 9:30 am.
2. More bus stops at Goose Creek village between 6 pm and 8 pm.

I believe that the ordinary citizens of Loudoun County urgently need to be able to connect to the new Wiehle Avenue Silver Line metro station.

There need to be buses for people without vehicles and for those who wish to park and ride from Loudoun to the metro. There are thousands of people who will need to access the metro, not only for commuting, but also to go to Washington, D.C. for other reasons. They will need access throughout the day and evening. What are your plans to meet these needs?

The metro should serve not only the few thousand who can find parking in Reston, but also all who want to go to museums, shopping, movies, concerts, parks, schools and universities, and so forth.

Merely having "commuter" bus lines will not be sufficient. We need regular bus service connecting Loudoun with the metro system.

I would appreciate the courtesy of a response about your plans.

Please consider a bus route that goes straight from the Leesburg park and ride directly to the silver line. Similar to the bus that goes from Leesburg to Rosslyn for orange line riders.

I'd just like to emphasize that if the last bus to leave Jones Branch is at 5:30, I will no longer be able to take public transportation to work.

I don't understand why the county is proposing to have a Broad Run Farm stop at all. Does anyone even get on there? It seems like this is a stop that simply has not attracted the ridership to justify continuing it. It is also completely ridiculous to have a stop for Lowes Island front lot and Lowes Island back lot. Do you realize that in the afternoon the bus stops and unloads, moves up 60 feet and then stops and unloads again. It is completely absurd.

I think that it is completely wrong to send any of these runs to West Falls Church. The WFC bus depot is complete madness as it is anyway. Let's get out of that chaos and go all-in to Wiehle. This would save gas, get us off the toll road, and free the busses up faster for other runs.

The two biggest locations for riders on these busses are Our Lady of Hope and Lowes Island. Yet you alternate those times. I strongly urge you to have all the busses stop at both Our Lady of Hope AND Lowes Island every time, just like you do for the Cascades stop. This would give riders a wider variety of options for getting to the Whiele station.

This is also an important comment, are you aware that you are effectively shortening the workday for many riders? You are proposing 7:12 as the last departing bus from Whiele to Lowes Island. Currently it is 7:15 from WFC. Assuming it takes longer to get to Whiele, than to WFC I will be required to leave much earlier. I gotta tell you, this is kind of a make or break issue for me. I've been riding for a long time, and now I work at the White House and I have more demanding hours. You are telling me that no matter what I gotta leave by 6:30. I can't guarantee that. I felt confident that I could do 6:45 to get to WFC, but 6:30 is too risky. If you can't program a later bus, I'm probably gonna drive to Whiele and not be dependent on the busses at all.

I was very disappointed to see the proposed adjustments in the commute bus service schedule. I strongly urge for PM service to be permanently maintained to West Falls Church.

My primary concern is the increased time of commute. The afternoon schedule as written would add approximately 20 minutes to an already 90-minute commute. I currently take the 935, arriving at the West Falls Church around 5:40 for a 5:45 departure. Expected travel time between East Falls Church and Whiele Avenue is 22 minutes (Source: PlanitMetro.com). Current travel time between East Falls Church and West Falls Church is 3 minutes (Source: wmata.com). With the increased Metro travel time, I would miss the 935 be forced onto the 936, leaving Whiele Avenue at 6:12. Instead of arriving at Our Lady of Hope at 6:20, I would arrive at 6:39.

Additionally, PM westbound Dulles Toll Road traffic is currently light enough making the 3-minute Metro ride between East and West Falls Church and subsequent drive by bus to Whiele Avenue faster than a 22-minute Metro trip between East Falls Church and Whiele Ave.

Your proposed bus schedule forces in an increase in commuting costs and time, not just for myself but for many of the riders coming from Downtown D.C. I strongly urge you to maintain the existing service from West Falls Church in the afternoon.

Overall, I would like to see Loudoun maintain its commitment to being an affordable area for people to live in while at the same time providing safe, fast, and economical access to our jobs in Washington D.C.

I currently commute from Falls Church to Ashburn (Raytheon) using the reverse commute bus. I ride my bicycle to the West Falls Church Metro, and take the Loudoun county bus from there. Compared to driving a car, my current commute is only slightly slower and is less expensive. I typically take the 922 bus in the morning and the 945 bus in the evening. Taking the metro would involve either a transfer from the orange to silver trains, or a longer bike ride to East Falls Church Metro, taking the silver line train, and then the bus ride. This would add at least 40 minutes and probably \$10 to my daily commute, shifting the balance far into making driving a car the preferred option. From talking to other people who currently take the bus, the changes will add time and expense to most of their rides as well. I was wondering if you would consider keeping some bus options to/from WFC, or if you had suggestions on other alternatives to avoid having to take the silver line?

Would it be possible to have a late bus leaving from Potomac Falls (Lady of Hope stop) to either metro station? There is no way for me to take the bus before 9:00 am and therefore; I have to drive to WFC metro station every day. I would like to be able to take the bus to new Wiehle-Reston East station but, again, there are no bus services after 8:16 am weekdays.

I would urge you strongly to reconsider eliminating the late evening Tysons Express bus routes that are currently served by the "BL6" and "BL7" lines.

I am a regular Tysons Express rider who recently learned of the proposed schedule that would take effect upon the opening of the Silver Line. I'm concerned that the new evening schedule would eliminate one route that I frequently use and another that I have occasionally used and that I find is extremely helpful as a "last resort" if I am held over at work a bit longer than anticipated. Specifically, the current "BL6" route that departs from the West Park Transit Center at 6:26 PM and the "BL7" route that departs at 7:05 PM appear to have been removed from the schedule entirely. There is a new route ("751") that departs at 2:55 PM from the Spring Hill Metro station and serves the same Loudoun County terminals as the other Tysons Express routes.

I have come to rely on the "BL5" and "BL6" routes as my primary options for returning home to the Leesburg terminal most evenings and I have occasionally used the "BL7" route at the end of a longer-than-anticipated work day. Without "BL6" and "BL7" as available routes, I will be unable to continue using the bus service as I will not be able to reliably leave the office in time to catch the new "756" route that departs from West Park at 5:56 PM. I must leave the office at approximately 5:40 PM to reach the Transit Center on time for this route, and I am frequently held over in the office past 6:00 PM such that the risk of missing the last bus under the new schedule would be far too great for me to risk continuing to use the bus service as my primary mode of transportation.

Also, I cannot envision using the "751" route for two reasons:

- 1) my office location at 1551 Park Run drive is approximately one mile from the Spring Hill Metro Station along various streets with limited or no sidewalk access, and
- 2) the departure time is extremely early and is not aligned with my usual work schedule.

Finally, I noticed that there is service to Leesburg departing from the Wiehle Metro Station at 7:30 PM and 7:50 PM. I also can't imagine using these routes regularly because they return to Leesburg very late (well after 8:00 PM) and they require the same lengthy walk to the Spring Hill station PLUS a train ride to the Wiehle station. I'm curious why these routes were added and, in particular, why there is such a huge gap between them and the "756" route (approximately 90 mins between arrival times in Leesburg). I would guess these final two routes would be far less utilized than either the current "BL6" and "BL7" routes.

We live in the new community at the intersection of Belmont Ridge road and Evergreen Mills rd. I just visited the proposed silver line bus schedules and most of them the centric around at least quite a few miles away from our location. I am not expecting these buses to come to our community, at least if they route to Brambleton town center, there will be a huge crowd from here that travels all the week from here to Tyson's corner and it is going to help them a lot and saves lot of time for the people and reduce the traffic also on Loudoun county parkway / Ryan road and old ox roads. Please consider this as my sincere request and consider Brambleton town center is also one of the stop for silver bus line route.

A number of individuals who work for Northrop Grumman and MITRE get a direct shuttle from Broadlands in Ashburn to our office buildings in McLean each day for \$3.00 each way. We are all unenthusiastic about the changes that are upcoming because it means a longer and potentially costlier commute. The feedback I'm giving is this question, "Why can't we continue our bus shuttle directly to our work building rather than being dropped off at Spring Hill, getting off the bus, getting on the metro, going several stops to get to the McLean stop and then walk up the hill to where we work?" Whatever is done with the metro, the direct shuttle option using the bus should remain in place. Just because you may not hear a lot doesn't mean the demand isn't there. People get busy with work and family and forget to provide this feedback but I speak for many in the sentiments I've expressed.

For Potomac Falls, there should be more buses going from Lowes Island and Our Lady of Hope to the Silver line in Reston in the morning. Most commuters need to be to work by 9:00. If there was just one more bus in the morning that left at 8:00 from Our Lady of Hope, for example, versus, or in addition to, the one at 8:16, it would be very popular. It would make the commute into the city about one hour. Getting commuters in at 9:00 instead of after that time. It seems like all the buses from our area in the a.m. cater to the less traditional worker that actually needs to be in at 8 or 8:30. Please help! I'm very excited about the additional possibilities and appreciate the opportunity to comment.

I am writing to you with regard to the draft version of the proposed bus routes from Loudoun to Tysons. The draft version shows a lot of bus services removed from the current schedule. There are nearly hundreds of people working in Freddie Mac who reside in Loudoun County. As it is we experience full bus scenarios with passengers standing during peak hours bus routes. Reducing the number of buses would add a lot of stress to those people whose lives have been enriched by the bus routines. Kindly consider adding more buses on the schedule.

I like the bus services provided by Loudoun County now; it saves a lot of our commute times. We have lived in the Cascades since 2003 and I appreciate the service provided by Loudoun Transit. However, I am really disappointed in the proposed draft Silver line schedules for Potomac Falls. I expected more runs to the Silver line but it only runs about every 30 minutes, and two early morning runs do not go to the Orange Line at West Falls Church Metro. I suggest that all the morning runs should go the Orange line and more frequent runs are added to the Silver line in the afternoon. It can save our time and costs.

I have a comment on the proposed schedules from Leesburg to the Silver Line. I would suggest that all buses from Leesburg depart from the Goose Creek Village Park and Ride and not from the Leesburg Park and Ride at 19730 Sycolin Rd. The Leesburg Park and Ride lot is at max capacity most days of the week and cannot accommodate additional commuters. People are already parking in no parking zones and along the curbs. This lot simply does not offer enough parking spaces to take on additional commuters.

Brambleton park and ride currently has very limited bus service and the latest bus in the morning departs at 7 am, which is too early for most people who are working on a 9 to 5 schedule and they have to go to Dulles north park and ride. Given the terrible traffic condition on Loudoun county pkwy every day in the morning, can we consider providing silver bus service to Brambleton area and I am sure many residents in the communities around will benefit from the arrangement.

Hope Silver Line won't get delayed much and provides good access to our county (before it comes into our county). I have couple of points as below:

Point 1, I feel we should have more frequent buses (every 30 (rush hours)/45 (non rush hours) mins) to Wiehle/Reston station from Loudoun county, than the proposed schedule in the morning/evening hours. This will encourage commuters to use metro/public commuter busses. The proposed schedule from Dulles North is more or like the existing schedule of west falls church connector, by changing them to go to Wiehle/Reston metro station.

Point 2) Please have more frequent buses from Reston station to Loudoun station via Dulles north between 4-7 pm.

My first thought is to have at least 1 bus from West Falls Church to Goose Creek (my stop. I work in DC.) and beyond which uses the airport road which I suppose will be the fastest commute once the new schedule starts.

My main concern with the new schedule is related to the evening service. Between about 6:30pm and 8pm (give or take 5-10 minutes), there is no drop off beyond the Loudoun Station park and ride. Many of us commute in from the Broadlands Marketplace, Broadlands 772 lot, Goose Creek, Leesburg, etc. I currently use Goose Creek but the Broadlands Marketplace option will allow me to bicycle there. However, no drop offs after 6:30pm for 90 minutes is too long of a stretch. Can you please add 3-4 stops from the Reston-Wiehle metro to Broadlands Marketplace, Broadlands 772 lot, Goose Creek, Leesburg, etc? Just a continuation of the 6:10, 6:30, 6:50, and 7:10 bus service from the Reston-Wiehle metro would work. Also, in the morning, buses from Broadlands Marketplace and/or Goose Creek directly to Reston-Wiehle metro would be well used. Actually more stops directly to and from Reston-Wiehle metro would be very beneficial.

I have been riding the Tysons Express bus service and the associated East Tyson shuttle for 3+ years and at age 70, it has been a lifesaver in terms of wear and tear on my mind and body. I am employed at the MITRE Corporation, conveniently located at the new Silver Line McLean station. In reviewing the proposed bus schedules to Silver Line stations, I am suggesting that some of the buses discharge passengers at the McLean Silver Line station. For passengers who work in the East Tysons area—primarily at MITRE, Northrop Grumman, and Capital One—it would so much more convenient to avoid having to get off the bus, wait for a Silver Line train, pay an as-yet-undisclosed fee, and then get off at the McLean station. A McLean stop would add little to the bus' time in the Tysons area and might not affect the return to Loudoun for the next cycle. Those of us who ride the East Tysons shuttle are concerned about being discharged at Spring Hill and being unable to get on the Silver Line trains packed with passengers from the Wiehle-Reston East Metro station. A McLean Station bus passenger discharge option would be much appreciated.

I am writing to bring to your attention a concern I have with one of the proposed changes to the commuter bus schedule. This change would have the effect of completely eliminating all commuter bus service to the West Falls Church metro station for most of the Loudoun County commuters.

I attended a Commuter Bus Advisory Board (CBAB) work session scheduled for the purpose of reviewing the proposed Tysons Corner commuter bus schedule. While discussing the proposed changes to the Tysons Corner commuter bus service, I asked about the current commuter bus service to and from the West Falls Church metro station. (Currently, many Loudoun County commuters departing from west of Route 28 are provided with commuter bus service directly to and from the West Falls Church station.) I was informed that additional commuter bus changes would occur simultaneously with the spring 2014 implementation of the new commuter bus schedule. With the opening of the Silver Line metro, the Transportation Division stated that they will cease providing commuter bus service for western Loudoun

County commuters to and from the West Falls Church station. Instead, they will require that these riders be taken to the new Tysons Corner Spring Hill station. I voiced my objection to this change and requested that commuters west of Route 28 be afforded a transition period to the new Silver Line metro.

I also reminded the Transportation Division that a similar objection was made by Supervisor Volpe at the recent Transportation Summit, when she expressed deep concern that her constituents were not afforded a transition period to the new Silver Line metro. Her concerns were taken to heart and the Transportation Division agreed to provide a transition period for her constituents by giving them the option of riding to and from either the West Falls Church station or the new Wiehle station. I was told that I needed to submit my comments during the comment period after the proposal was published. I am very disappointed that many Loudoun County commuters will not be given the same transition period as the Cascades commuters.

I am also concerned that many will remain unaware until it is too late because this critical information is not readily apparent. Currently, the West Falls Church commuter buses departing from west of Route 28 are printed in the "long haul" schedules. There is no proposal to change the long haul schedules and therefore no opportunity to comment on this change. The only indication that something will change for West Falls Church riders appears on the Draft Silver Line Station webpage under the heading "Dulles North Transit Center Service." The description states that "Dulles North will now provide service to and from the Wiehle-Reston East Metro station." This is a misleading statement because it does not inform the current Dulles North – West Falls Church commuters that the West Falls Church station will be eliminated. Nor does it give any indication that West Falls Church commuters departing from other areas west of Route 28 will also be denied the option of riding a commuter bus directly to the West Falls Church station.

Finally, this also indicates a critical change from what I was told at the CBAB work session because it substituted the Tysons Corner station with the Wiehle station. This change is even more objectionable and probably made in the hopes that a "compromise" would be to return to the Transportation Division's initial goal of providing this commuter bus service to Tysons Corner. Both their initial and subsequent misleading statement have the same effect – both would deny western Loudoun County commuters the courtesy of having a transition period that would include the option of riding a commuter bus to the West Falls Church station.

While I fully understand the long-term goal of using the new Silver Line metro, I strongly disagree with not being afforded a transition. Several of my fellow West Falls Church commuters agree and I have encouraged them to also submit their objections in writing to Rideshare. I am asking for your assistance and support to ensure that all Loudoun County – West Falls Church commuters receive an appropriate transition period to riding the Silver Line metro.

[Could you please increase the frequency to every 15 min from Goose Creek to the silver line metro at wheelie and also have a direct bus to wheelie without stops please??](#)

These comments address the proposed schedule for Loudoun County buses connecting with the Silver Line.

As a Western Loudoun County commuter who regularly commutes from Harmony (I live in Purcellville), I am writing to encourage you to begin more of the later morning buses going to Wiehle-Reston East in Harmony and/or Leesburg. The current schedule provides for the 952, 953, and 954 buses leaving

Leesburg at 8:10, 8:35, and 9:10 respectively to go to the West Falls Church metro station. It is my understanding from the proposed schedules that these buses will no longer be operational and instead will be replaced with only one 8:50 bus (the 951) leaving Loudoun Station. This is a terrible idea for several reasons. Western Loudoun commuters need an alternative access to the metro/DC if unable to catch the current 7:25 bus from Harmony or the 7:45 buses from Leesburg. And driving all the way to Loudoun Station is not fair to Western Loudoun commuters; at that point since I am already paying for a trip on the Greenway, I would drive to Reston myself. On occasion if I cannot catch the 7:25 Harmony bus due to childcare or related issues, I take the 953 from Leesburg. It appears that this will no longer be an option, as the 952, 953, and 954 are no longer on the proposed schedule. I greatly encourage you to keep these runs and have them start in Leesburg, make stops at Goose Creek, Loudoun Station, and Dulles North, and terminate at Wiehle-Reston East so that Western Loudoun commuters have options for slightly later trips to get to DC if we cannot catch the direct buses.

The proposed schedule offers a number of evening buses starting at Wiehle-Reston East and stopping only at Loudoun Station, with two late buses (departing at 7:30 and 7:50 respectively) going to Leesburg/Harmony/Purcellville. Again, I encourage you to have one or two of the Loudoun Station buses continue at a minimum to Leesburg. And it seems that the late buses that are scheduled to go to Western Loudoun (but **not** Loudoun Station) are unnecessary since many commuters who would be working so late to take those buses home would also likely be taking a later morning bus. Since as it is scheduled, those commuters would have to go all the way to Loudoun Station to catch a bus in the morning but wouldn't be able to get to Loudoun Station at night to get their cars past a bus leaving Wiehle-Reston East at 7:10.

In general, I encourage you to continue the 952, 953, 954 buses in the morning with runs out of Leesburg and heading to the metro to accommodate passengers who simply cannot always catch an earlier bus due to family/childcare/school obligations. Do not force these passengers to drive all the way to Loudoun Station (or skip the bus altogether by driving directly to Reston). I also encourage you to rethink the later evening bus schedules departing from Wiehle-Reston East again to accommodate Western Loudoun commuters' schedules. Frankly, the proposed schedule is a great disservice to many Western Loudoun passengers and could translate into a loss of ridership if forced to travel all the way to Loudoun Station during peak commute times.

In looking at the new draft schedule, it concerns me that the last pickup around Tysons is the 5:30 bus. While I understand that the 6:00 and 6:30 buses are less utilized, if you combined them they would be a profitable route. While not widely used, they act as the safety net for those of us without a set end time at work.

In addition for those new riders who take the silver line into DC, they will have to leave remarkably early in order to catch these buses back out to Loudoun county. Wouldn't it be better to have one later bus to allow the new riders that work until 5:30 time to catch a ride back out to Loudoun?

While these changes may not match the peak traffic periods perfectly, I still believe they will be profitable and will give comfort to those without set schedules that they will have a ride home.

If the expectation is that those traveling home late are to use the silver line to get to Wiehle, and then take a bus home later, why do only the last 2 runs (20 minutes apart) make all the stops? Couldn't one of those happen early in the 7:00 hour?

I was just looking over the bus schedule from the Leesburg Park and Ride and was thinking...

Once the Silver Line is operational, why do **ANY** of the buses from Leesburg need to go to Tysons, or McLean or WFC anymore?

I mean, if you look at the Silver Line, it basically follows the Orange Line most of the way with the vast majority of bus users going into DC Which the Silver Line will take care of!

So, where-as buses 952, 953 and 954 all go from Leesburg to WFC, Instead, make the bus go to Wiehle! This is a relatively short trip. These buses pass by the Wiehle station anyway, so it seems kind of silly for the bus to drive right past a valid train station just to drop off 15 minutes later at WFC! I think this will do much in alleviating the traffic at the WFC bus terminal! There are many times where our bus driver has to honk the horn, or report on other buses blocking traffic.

And by the same measure, buses that go from WFC to Leesburg, (buses 955, 956 and 957). Instead, have them pick up at Wiehle.

This seems like such a "no-brainer" I wonder if anyone else has given this any thought! Me? I'm just trying to minimize the 90 minute commute I have each way as much as possible.

[Also D.C. buses from Leesburg should at Goose Creek. Please make it happen.](#)

Good evening. It would be ideal if the last bus could depart the Wiehle Ave. station at 8pm vice 7:50. The extra 10 minutes will make a significantly more positive experience for those commuters who already face difficulty catching the 7:27 from West Falls Church. It is common for federal workers to be asked to remain until 7pm and for those working in DC it is difficult to make the catch-that-bus process amenable. E.g. At least one per week I face this: exiting my building takes up to five minutes; walking to the nearest metro station at a hurried pace takes 10 minutes, 12-15 if fellow walkers hog sidewalks and escalators; 1-7 minutes to pay fare and wait for train; 1-2 minutes; 20-23 minutes to destination; sprint around fellow commuters to catch bus.

1) The proposed schedule preferentially benefits those who work early am to early afternoon. Let us be honest, the current long-haul bus schedules already benefit that early group of commuters, which will not be changed by the proposed schedule. Now, that "early" group will have more early choices to connect them to Metro. Perhaps that is the County's intent to alleviate overcrowding, but the County should not do that to the detriment of those who don't work 6am/7am to 3pm/4pm.

2) We need more evening options. Those who currently use the Metro connection will have less options in comparison to the "early" commuters. While at first glance it looks like there are many options and multiple locations (some new e.g., Loudoun Station), in actuality, there are really few options for those who don't work the "early-early" schedule. Those who presently use LC buses to connect with the Orange Line have been commuting around 7:30 am to 9 am (for example using 7:50, 8:30; 8:55; and 9:30 am time points from Dulles North and subtract 15 minutes or so to start from Goose Creek). Now, under the proposed schedule, there is one less bus connecting from Dulles North in the morning. In addition, those working past 5 pm, and connecting by Metro, have fewer options for getting home, especially in comparison to the "early" commuters. For example, if one needs to get back to Goose Creek and beyond, there are only 2 evening options, whereas there previously were three out of West Falls Church. If one wants to go home to Broadlands or Loudoun Station (both apply to me actually), there are new options, but only if one leaves work at 3 pm! There are extremely limited options for those

who work past 5 or 6pm. Put another way, the County and others have gone through a lot of effort to get the Metro extension. But what good is it if you can't use it commute in the evening??!!!

3) I fear the connections to and from Wiehle Reston East and Spring Hill Metro Stations will end up taking the commuter more time. It can't possibly be more efficient than quickly getting commuters to West Falls Church. Those who advocated for a cost-effective, rapid bus service will soon be proven correct once the Loudoun commuter spends more time on the bus trying to get to Tysons on Rt 7 in traffic, followed by walking a block from Spring Hill station, and more time on the train winding through 3 more Tysons stops. People will begin to realize, "Gee, Tysons is nice, but I could have been to East Falls Church under the old system a long time ago. Just think how much worse it will be in 2018 by having to stop at Dulles Airport, Rte 28 station, then the Toll Road Stops, then 4 in Tysons. People will long for the 20 minute connection to East Falls Church and the 20 minute ride to Foggy Bottom. Instead, commuters will have to pay more than before and it will take longer.

Therefore, please consider keeping a connecting route to West Falls Church for some of the other park and rides. I see that you are doing so for Cascades. Why not keep a few for us other commuters? The option would be beneficial, and the buses can get in and out of West Falls so much easier than the new stops. The commuters can get to the station easier too.

